**APPENDIX F**

# TRANSPORTATION IMPACT ANALYSIS

HEXAGON TRANSPORTATION CONSULTANTS, INC.

# Hyatt House Hotel

Transportation Impact Analysis

Prepared for:

**Placeworks**

**August 14, 2014**

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# Executive Summary

This report presents the results of the Transportation Impact Analysis (TIA) prepared for the proposed Hyatt House hotel project on the KCR-owned parcel at the southeast quadrant of Wolfe Road and I-280 in the City of Cupertino, California. The approximately 2-acre site is within the Vallco Shopping District, and is currently used as a parking lot. The hotel is planned to be a 5-story building with 148 hotel rooms, with a full service restaurant, bar, and meeting space. The proposed development includes 73 spaces of surface parking and 83 spaces of garage parking. The project site provides two access driveways on Perimeter Road. Figure 1 shows the study area and project site location. Figure 2 shows the site plan.

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of Cupertino, and the Valley Transportation Agency (VTA). The VTA administers the Santa Clara County Congestion Management Program (CMP). Since the project would generate less than 100 peak hour gross vehicle trips, a CMP analysis was not conducted. The study determined the traffic impacts of the project on nine (9) signalized intersections, and one (1) unsignalized intersection in the vicinity of the project site during the weekday AM and PM peak periods of traffic. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined on the basis of engineering judgment.

## Project Trip Generation

The rates for Hotel (ITE land use code 310) were applied to estimate the project trips. No trip credits were taken because the existing site is currently being used as a parking lot. Based on the ITE trip generation rates, the proposed project would generate a total of 1,209 daily trips, with 78 trips occurring during the AM peak hour and 89 trips occurring during the PM peak hour period.

## Intersection Levels of Service

### *City of Cupertino Intersection Analysis*

The results of the level of service analysis under all project conditions show that all study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

### *CMP Intersection Analysis*

The results of the level of service analysis under all project conditions show that all of the study CMP intersections would operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic.

## Other Transportation Issues

There are currently no sidewalks on Perimeter Road or on the connecting ramps to Wolfe Road. Thus, there are no good existing pedestrian connections from the hotel site to Wolfe Road, Vallco Parkway, or Stevens Creek Boulevard. The project will build a sidewalk on the north side of Perimeter Road, and two crosswalks connecting the project site to the rest of the Vallco Shopping District will be provided. Also, the proposed site plan shows a pedestrian connection from the hotel to the new sidewalk and crosswalks on Perimeter Road.

The project will also provide a new pathway along the west side of the project site. This path will connect to a future trail along the south side of I-280. Although the trail on the south side of I-280 has not yet been fully studied, the pathway connection provided by the project will significantly enhance bicycle and pedestrian connectivity if it is ever implemented.

## Parking

The project will provide 156 parking spaces, which is a rate of 1.05 parking spaces per room. Hexagon surveyed parking utilization at three similar hotels in Cupertino, and the highest ratio was found to be 0.81 occupied spaces per room. The proposed 156 parking spaces would be adequate, based on the highest surveyed peak hour parking demand.

Based on Hexagon's site observations of unoccupied parking spaces, the 2-acre hotel site is not needed as part of the parking supply for the Vallco Shopping District. Therefore, the removal of the existing 2-acre parking lot would not adversely impact the availability of parking for the Vallco Shopping District. .

**Table ES 1**
**Intersection Level of Service Summary**

| Study Number | Intersection | Peak Hour | Count Date | Existing Avg. Delay (sec) | Existing LOS | Existing + Project Avg. Delay (sec) | Existing + Project LOS | Background Avg. Delay (sec) | Background LOS | Background + Project Avg. Delay (sec) | Background + Project LOS | Background + Project Incr. In Crit. Delay (sec) | Background + Project Incr. In Crit. V/C | Cumulative Avg. Delay (sec) | Cumulative LOS | Cumulative + Project Avg. Delay (sec) | Cumulative + Project LOS | Cumulative + Project Incr. In Crit. Delay (sec) | Cumulative + Project Incr. In Crit. V/C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Wolfe Rd & Homestead Rd | AM | 05/05/11 | 34.0 | C | 34.0 | C | 40.9 | D | 41.2 | D | 0.4 | 0.004 | 39.9 | D | 40.0 | D | 0.3 | 0.004 |
| | | PM | 05/05/11 | 39.2 | D | 39.1 | D | 50.5 | D | 50.8 | D | 0.4 | 0.003 | 51.6 | D | 51.9 | D | 0.5 | 0.003 |
| 2 | Wolfe Rd & I-280 NB Ramp* | AM | 05/05/11 | 12.8 | B | 12.7 | B | 18.0 | B | 18.0 | B | 0.1 | 0.001 | 18.1 | B | 18.1 | B | 0.1 | 0.001 |
| | | PM | 05/05/11 | 13.4 | B | 13.4 | B | 26.8 | C | 27.6 | C | 0.7 | 0.003 | 27.6 | C | 27.9 | C | 0.2 | 0.003 |
| 3 | Wolfe Rd & I-280 SB Ramp* | AM | 05/05/11 | 10.6 | B | 10.6 | B | 17.9 | B | 18.1 | B | 0.4 | 0.004 | 19.2 | B | 19.4 | B | 0.5 | 0.004 |
| | | PM | 05/05/11 | 6.5 | A | 6.5 | A | 11.2 | B | 11.4 | B | 0.3 | 0.009 | 29.3 | C | 30.9 | C | 2.8 | 0.009 |
| 4 | Wolfe Rd & Vallco Pkwy | AM | 05/04/11 | 18.1 | B | 18.1 | B | 27.3 | C | 27.3 | C | 0.0 | 0.002 | 28.0 | C | 28.0 | C | 0.0 | 0.002 |
| | | PM | 05/04/11 | 29.8 | C | 29.9 | C | 38.8 | D | 38.9 | D | 0.1 | 0.002 | 35.0 | C | 35.1 | D | 0.1 | 0.002 |
| 5 | Wolfe Rd & Stevens Creek Blvd* | AM | 05/05/11 | 37.4 | D | 37.4 | D | 39.5 | D | 39.6 | D | 0.1 | 0.003 | 39.9 | D | 40.0 | D | 0.2 | 0.003 |
| | | PM | 05/05/11 | 38.3 | D | 38.3 | D | 43.8 | D | 44.0 | D | 0.3 | 0.003 | 49.2 | D | 49.6 | D | 0.6 | 0.003 |
| 6 | Perimeter Rd & Vallco Pkwy | AM | 05/15/14 | 6.1 | A | 7.0 | A | 4.1 | A | 4.3 | A | 0.2 | 0.007 | 4.1 | A | 4.2 | A | 0.2 | 0.007 |
| | | PM | 05/15/14 | 11.1 | B | 11.5 | B | 6.8 | A | 7.1 | A | 0.3 | 0.008 | 6.0 | A | 6.1 | A | 0.1 | 0.008 |
| 7 | Finch Ave & Vallco Pkwy [1,2] | AM | 05/13/14 | 9.4 | B | 9.5 | B | 25.7 | C | 25.9 | C | 0.2 | 0.008 | 25.8 | C | 26.0 | C | 0.2 | 0.008 |
| | | PM | 05/13/14 | 1.3 | B | 1.3 | B | 37.9 | D | 39.0 | D | 1.1 | 0.009 | 38.1 | D | 39.2 | D | 1.1 | 0.009 |
| 8 | Finch Ave & Stevens Creek Blvd | AM | 05/12/11 | 23.5 | C | 23.6 | C | 23.8 | C | 23.8 | C | 0.0 | 0.000 | 26.3 | C | 26.3 | C | 0.0 | 0.000 |
| | | PM | 05/12/11 | 23.5 | C | 23.6 | C | 31.9 | C | 31.9 | C | 0.0 | 0.000 | 44.5 | D | 44.5 | D | 0.0 | 0.000 |
| 9 | N Tantau Ave & Vallco Pkwy | AM | 06/01/11 | 24.1 | C | 24.5 | C | 28.4 | C | 28.5 | C | 0.1 | 0.001 | 27.2 | C | 27.3 | C | 0.1 | 0.001 |
| | | PM | 06/01/11 | 27.8 | C | 28.2 | C | 34.0 | C | 34.3 | C | 0.4 | 0.008 | 33.4 | C | 33.7 | C | 0.4 | 0.008 |
| 10 | N Tantau Ave & Stevens Creek Blvd | AM | 05/12/11 | 38.9 | D | 38.7 | D | 43.2 | D | 43.2 | D | 0.0 | 0.000 | 43.4 | D | 43.4 | D | 0.0 | 0.000 |
| | | PM | 05/12/11 | 38.8 | D | 38.6 | D | 46.8 | D | 47.0 | D | 0.2 | 0.001 | 49.4 | D | 49.6 | D | 0.3 | 0.001 |

Notes:
* denotes CMP intersection
[1] This intersection was analyzed as an unsignalized intersection under existing conditions and as a signalized intersection under background and cumulative conditions.
[2] LOS for unsignalized intersection represents worst movement LOS
**Bold** indicates a significant impact

# 1. Introduction

This report presents the results of the Transportation Impact Analysis (TIA) prepared for the proposed Hyatt House hotel project on the KCR-owned parcel at the southeast quadrant of Wolfe Road and I-280 in the City of Cupertino, California. The approximately 2-acre site is within the Vallco Shopping District, and is currently used as a parking lot. The hotel is planned to be a 5-story building with 148 hotel rooms, with a full service restaurant, bar, and meeting space. The proposed development includes 73 spaces of surface parking and 83 spaces of garage parking. The project site provides two access driveways on Perimeter Road. Figure 1 shows the study area and project site location. Figure 2 shows the site plan.

## Scope of Study

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of Cupertino, and the Valley Transportation Agency (VTA). The VTA administers the Santa Clara County Congestion Management Program (CMP). Since the project would generate less than 100 peak hour gross vehicle trips, a CMP analysis was not conducted. The study determined the traffic impacts of the project on nine (9) signalized intersections, and one (1) unsignalized intersection in the vicinity of the project site during the weekday AM and PM peak periods of traffic. The following intersections were studied.

### *Study Intersections*

1. Wolfe Road and Homestead Road
2. Wolfe Road and I-280 NB Ramp*
3. Wolfe Road and I-280 SB Ramp*
4. Wolfe Road and Vallco Parkway
5. Wolfe Road and Stevens Creek Boulevard*
6. Perimeter Road and Vallco Parkway
7. Finch Avenue and Vallco Parkway (unsignalized)
8. Finch Avenue and Stevens Creek Boulevard
9. N Tantau Avenue and Vallco Parkway
10. N Tantau Avenue and Stevens Creek Boulevard

Asterisk (*) denotes CMP intersections.

Currently, Finch Road is being reconstructed between Vallco Parkway and Stevens Creek Boulevard as part of the Main Street Development and is closed to traffic. The intersection of Vallco Parkway and Finch Road was analyzed as an unsignalized intersection under existing conditions as this intersection operated with stop control on Finch Avenue at the time the counts were conducted. This intersection is proposed to be signalized with the completion of the Main Street project.


LEGEND

= Project Site Location

X = Study Intersection

**Figure 1**
**Site Location and Study Intersections**

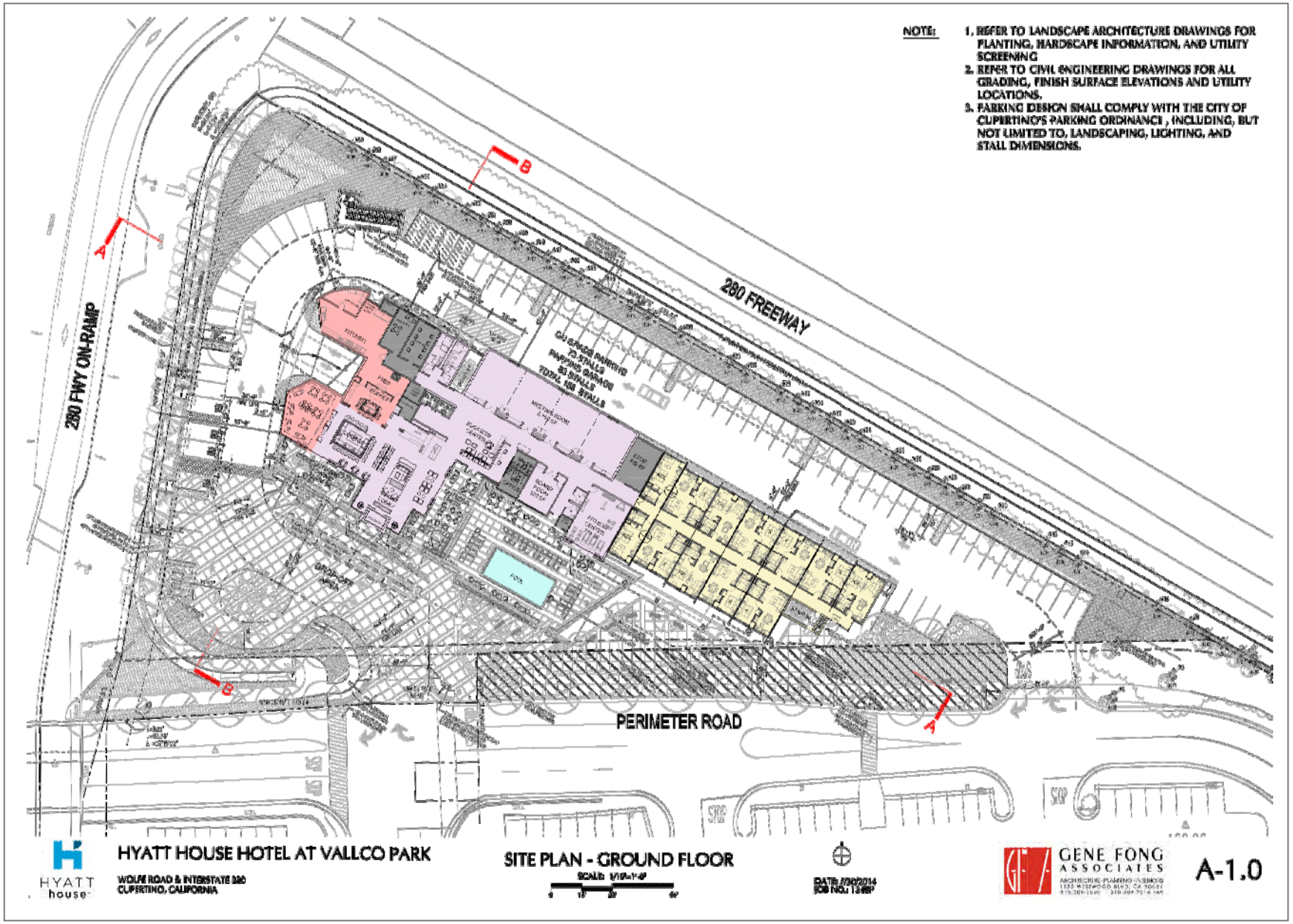



**Figure 2**
**Project Site Plan**



NORTH
Not to Scale

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour of traffic is typically between 4:00 and 6:00 PM. It is during these periods on an average weekday that the most congested traffic conditions occur.

Traffic conditions were evaluated for the following scenarios:

**Scenario 1:** *Existing Conditions.* Existing traffic volumes for seven of the study intersections were obtained from the City of Cupertino (consistent with the Apple Campus 2 EIR traffic counts), the 2012 CMP count database, and new 2014 manual turning-movement counts (at Vallco Parkway/Perimeter Road and Vallco Parkway/Finch Avenue). The new count data are included in Appendix A.

**Scenario 2:** *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on existing traffic conditions.

**Scenario 3:** *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was based on trips generated by approved projects assumed for the Apple Campus 2 EIR, including the Apple Campus. Background conditions are consistent with the background plus project conditions assumed for the Apple Campus 2 EIR.

**Scenario 4:** *Background Plus Project Conditions.* Projected near-term peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts according to the City of Cupertino and VTA Level of Service Policy.

**Scenario 5:** *Cumulative Conditions.* Cumulative traffic conditions were analyzed by adding the traffic generated by pending developments to background plus project conditions. The traffic generated by pending developments was based on the cumulative plus project conditions presented in the Apple Campus 2 EIR. This traffic scenario was evaluated in order to fulfill the CEQA and CMP requirements.

## Study Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

### *Data Requirements*

The data required for the analysis were obtained from new traffic counts, the City of Cupertino, the 2012 CMP Annual Monitoring Report, previous traffic studies and field observations. The following data were collected from these sources:

- existing traffic volumes
- intersection lane configurations
- signal timing and phasing
- approved & pending project trips

### *Analysis Methodologies and Level of Service Standards*

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or

no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

## City of Cupertino Intersections

The City of Cupertino level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Cupertino methodology employs the CMP default values for the analysis parameters.

The City of Cupertino level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 2.

## CMP Intersections

The designated level of service methodology for the CMP also is the 2000 HCM operations method for signalized intersections, using TRAFFIX. The only difference in level of service standards is that in the City of Cupertino the standard is LOS D or better, and the CMP level of service standard for signalized intersections is LOS E or better.

**Table 2**
**Intersection Level of Service Definitions for Signalized Intersections**

| Level of Service | Description | Average Control Delay Per Vehicle (sec.) |
|---|---|---|
| A | Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay. | 10.0 or less |
| B | Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay. | 10.1 to 20.0 |
| C | Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping. | 20.1 to 35.0 |
| D | The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lenghts, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable. | 35.1 to 55.0 |
| E | This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently. | 55.1 to 80.0 |
| F | This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels. | greater than 80.0 |

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

## Intersection Operations

The analysis of intersection level of service is often supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles. The operations analysis is based on vehicle queuing for high-demand turning-movements at intersections. Vehicle queues are estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
$\lambda$ = Avg. # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections.

The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length."

## Unsignalized Intersections

One of the study intersections is unsignalized: Vallco Parkway and Finch Avenue. Finch Avenue is currently closed to vehicular access. It is being reconstructed as a private street between Stevens Creek Boulevard and Vallco Parkway, through the Main Street development. The intersection of Vallco Parkway and Finch Avenue will be signalized with the completion of the Main Street development. Since this intersection operated as an unsignalized intersection with a stop control on Finch Avenue when the traffic counts were conducted, this intersection was analyzed as an unsignalized intersection under existing conditions. Under background and cumulative conditions, this intersection was analyzed as a signalized intersection. Table 3 shows the level of service definitions for unsignalized intersections.

**Table 3**
**Unsignalized Intersection Level of Service Definitions Based on Control Delay**

| Level of Service | Description | Average Delay Per Vehicle (Sec.) |
|---|---|---|
| A | Little or no traffic delay | 10.0 or less |
| B | Short traffic delays | 10.1 to 15.0 |
| C | Average traffic delays | 15.1 to 25.0 |
| D | Long traffic delays | 25.1 to 35.0 |
| E | Very long traffic delays | 35.1 to 50.0 |
| F | Extreme traffic delays | greater than 50.0 |

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

## Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions and describes the project's impact on the near-term transportation system. Chapter 6 describes non-level of service operational issues associated with the proposed project. Chapter 7 describes cumulative traffic conditions. Chapter 8 presents the conclusions of the traffic study.

# 2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities. Also included are the existing levels of service of the key intersections in the study area.

## Existing Roadway Network

Regional access to the project site is provided by I-280 and local access is provided by Wolfe Road, Vallco Parkway, Stevens Creek Boulevard, Tantau Avenue and Perimeter Road. These facilities and other roadways in the vicinity of the project site are described below.

*I-280* is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) and is located immediately north of the project site. I-280 is aligned in an east-west orientation within the project vicinity and provides regional freeway access between the cities of San Francisco and San Jose. Cupertino access to/from I-280 is provided via interchanges with De Anza Boulevard, Wolfe Road, Stevens Creek Boulevard, and Lawrence Expressway. I-280 provides connections to SR 85 approximately 2.5 miles west of the Wolfe Road interchange and to I-880 approximately 4.5 miles east of the Wolfe Road interchange.

*Homestead Road* is a four-lane, east-west roadway that extends from Foothill Expressway in the west to Lafayette Street in the east. Homestead Road is located to the north of the project site and provides connections to Wolfe Road and Tantau Avenue.

*Wolfe Road* is a four-to-six-lane north-south roadway and is located immediately west of the project site. It extends north to the City of Sunnyvale and south to the City of Saratoga. North of Stevens Creek Boulevard the roadway is called Wolfe Road and south of Stevens Creek Boulevard it is called Miller Avenue. Wolfe Road has an interchange with I-280. Wolfe Road provides access to the project site via a grade-separated interchange with Perimeter Road.

*Tantau Avenue* is a two-lane to four-lane, north-south roadway that extends from Bollinger Road in the south to Homestead Road in the north. Tantau Avenue is located to the east of the project site and provides connections to Stevens Creek Boulevard and to Vallco Parkway. Through traffic is not allowed on Tantau Avenue at Stevens Creek Boulevard.

*Vallco Parkway* is a short (less than 0.5 mile) six-lane, east-west roadway that provides a connection between Wolfe Road and Tantau Avenue. Entitled development projects, including JC Penney, Rose bowl, and Main Street, are located along Vallco Parkway. The lane configuration of Vallco Parkway will be modified in conjunction with these development projects to four travel lanes with some on-street parking. The road currently has one signalized intersection at Perimeter Road. With the new development projects, two additional traffic lights will be added: one at Finch Avenue (Main Street) and the other at the new entrance to the Main Street garage between Finch Avenue and Tantau Avenue.

*Perimeter Road* is a two-lane roadway connecting Stevens Creek Boulevard, Vallco Parkway and Wolfe Road. Perimeter Road runs under Wolfe Road, and connects via ramps to and from Wolfe Road. Access to the project site is provided via two driveways on Perimeter Road.

*Finch Avenue* is a two-lane north-south roadway that connects Vallco Parkway on the north and Phil Lane on the south. Finch Avenue is currently being reconstructed as part of the Main Street project. It will be reconstructed as a private street between Stevens Creek Boulevard and Vallco Parkway through the Main Street development, and its intersection with Vallco Parkway will be signalized. South of Stevens Creek Boulevard, Finch Avenue provides access to Cupertino High School.

*Stevens Creek Boulevard* is an east-west six-lane divided arterial that connects western Cupertino to downtown San Jose (via West San Carlos Street). Stevens Creek Boulevard provides access to SR 85, I-280 and Lawrence Expressway via interchanges.

# Existing Pedestrian and Bicycle Facilities

## *Pedestrian Facilities*

Pedestrian facilities consist of sidewalks along most of the streets in the immediate vicinity of the project site and crosswalks with pedestrian signal heads at all of the signalized intersections. Sidewalks are provided on both sides of Homestead Road, Wolfe Road, Stevens Creek Boulevard and Vallco Parkway. However, there are no sidewalks on Perimeter Road or on the connecting ramps to Wolfe Road in the immediate vicinity of the project site.

## *Bicycle Facilities*

Bicycle facilities include bike paths, bike lanes, and bike routes. Bike paths (Class I facilities) are pathways, separate from roadways that are designated for use by bicycles. Often, these pathways also allow pedestrian access. Bike lanes (Class II facilities) are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III) are existing right-of-ways that accommodate bicycles but are not separate from the existing travel lanes. Routes are typically designated only with signs. Existing bicycle facilities within the study area are shown on Figure 3.

Within the immediate surroundings of the project site, Homestead Road Wolfe Road, Stevens Creek Boulevard, Tantau Avenue north of Stevens Creek, Vallco Parkway between Wolfe and Tantau, and Pruneridge Avenue between Wolfe and Tantau all have bike lanes. Miller Avenue and Tantau Avenue south of Stevens Creek both are identified as bike routes.

# Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority (VTA) and are described below. VTA operates bus service in Cupertino. The local bus lines that serve the project study area are shown on Figure 4.

## *VTA Bus Service*

The VTA bus lines that operate within the study area are listed in Table 4, including their terminus points and commute hour headways.

**Table 4**
**Existing Weekday VTA Bus Service**

| Bus Route | Route Description | Weekday Hours of Operation | Headway During Commute Periods |
|---|---|---|---|
| Local Route 23 | Alum Rock Transit Center to De Anza College | 5:20 AM - 1:00 AM | 12 min. |
| Local Route 26 | Eastridge Transit Center to Sunnyvale/Lockheed Martin Transit Center | 5:20 AM - 11:50 PM | 30 min. |
| Local Route 81 | San Jose State University to Vallco Shopping Mall | 6:25 AM - 8:50 PM | 30 min. |
| Express Route 101 | Camden & Hwy 85 to Palo Alto | 6:50-7:50 AM/ 4:50-6:00 PM | 2 Trips Each Direction Daily |
| Express Route 182 | IBM/Bailey Avenue to Palo Alto | 5:50 AM/7:50 PM 5:35-6:15 PM | 1 Trip Each Direction Daily |

Source: VTA, May 2014.

*Route 23* is a local bus route that provides service between East San Jose and the De Anza College via Stevens Creek Boulevard near the site. Weekday hours of operation are from 5:20 am to 1:00 am with 12 to 30 minute headways. On weekends, this route operates on 15 to 30 minute headways between 6:15 am and 1:00 am.
*Route 26* is a local bus route that provides service between East San Jose and Sunnyvale Lockheed Martin LRT Station via Wolfe Road in the vicinity of the project site. Weekday hours of operation are from 5:20 am to 11:50 pm with a 30-minute headway. On weekends, this route operates on 30 to 60 minute headways between 6:30 am and 10:50 pm.

*Route 81* is a local bus route that provides service between San Jose State University and Vallco Shopping Mall via Wolfe Road in the vicinity of the project site. Weekday hours of operation are from 6:25 am to 8:50 pm with 30 to 60 minute headways. On weekends, this route operates on a 60-minute headway between 9:30 am and 4:50 pm from the Santa Clara Transit Center to Vallco Shopping Mall.

*Route 101* is an express bus route between the Park-n-Ride lot at Camden Avenue/State Route 85 and Palo Alto. This route operates twice in the northbound direction between 6:50 am to 7:50 am and twice in the southbound direction between 4:50 pm and 6:00 pm on Wolfe Road and I-280 near the project site. This route does not operate on weekends.

*Route 182* is an express bus route between the IBM at Bailey Avenue and Palo Alto. This route operates once in the northbound direction at 5:50 am and once in the southbound direction at 7:50 pm. This route does not operate on weekends. Route 182 operates on Wolfe Road and I-280 near the project site.

The closest bus stops for routes 26, 81, and 101 are located on Wolfe Road at Vallco Mall, approximately 850 feet from the project site. The bus stops for route 182 are located on Vallco Parkway, approximately ¼ mile from the project site. The closest stops for route 23 are on Stevens Creek Boulevard, about one-half mile from the site. However, no sidewalks exist between the project site and any of the bus stops.

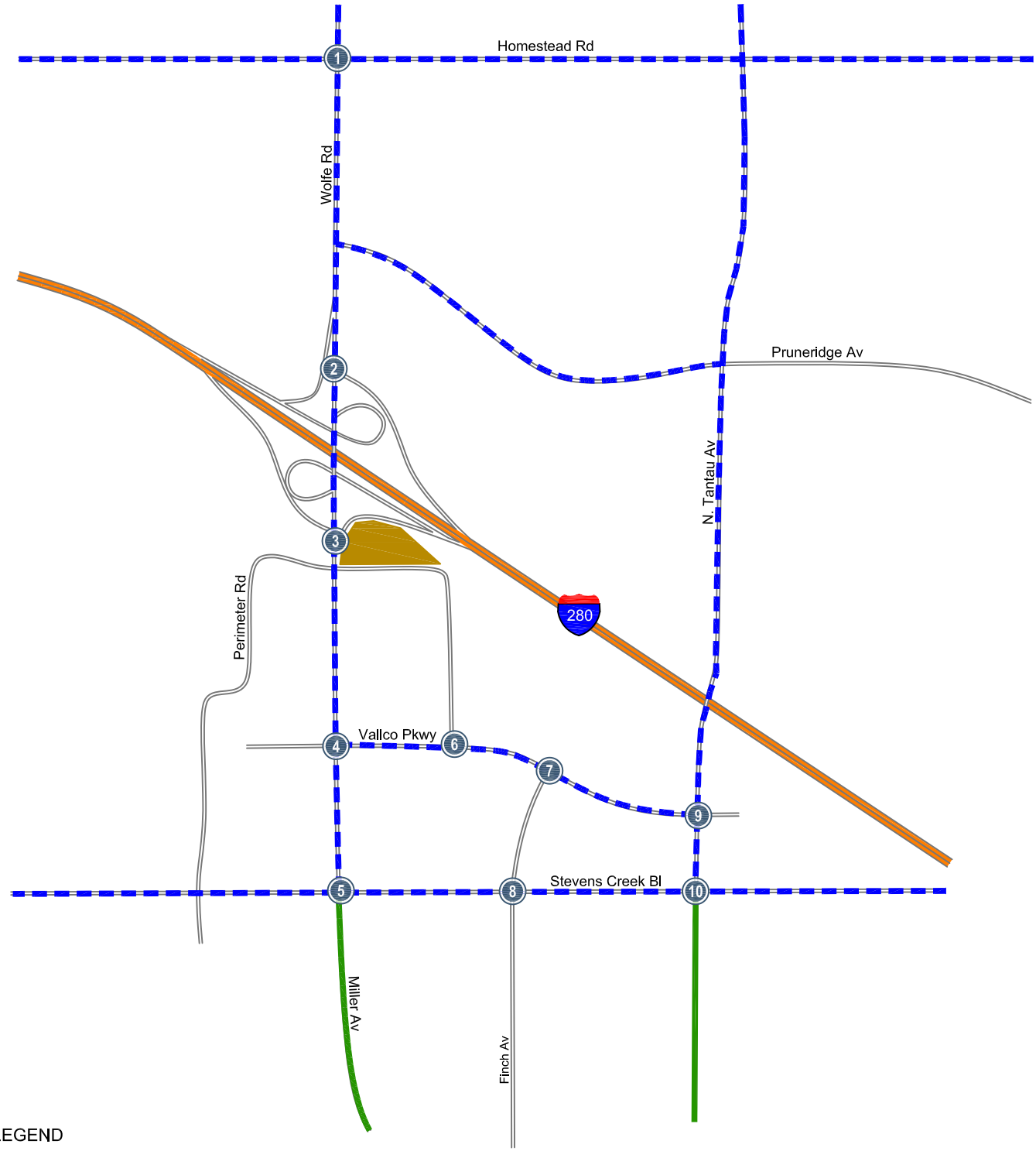



**Figure 3**
**Existing Bicycle Facilities**


**Figure 4**
**Existing Transit Facilities**

## Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were confirmed by observations in the field and are shown on Figure 5.

At the Wolfe Road/Vallco Parkway intersection, since the release date of the Apple Campus 2 EIR, the City of Cupertino has modified the westbound through lane to a shared through/right-turn lane for a total of two left-turn lanes, one shared through/right-turn lane, and one exclusive right-turn lane. Therefore, the lane configuration at the intersection of Wolfe Road/Vallco Parkway has been modified from the Apple Campus 2 EIR.

## Existing Traffic Volumes

Existing traffic volumes were obtained from the City of Cupertino (consistent with the Apple Campus 2 EIR) for all study intersections except for the intersections of Vallco Parkway/Perimeter Road and Vallco Parkway/Finch Avenue. New counts were conducted at these two intersections in May 2014. For the three CMP-designated intersections, PM peak hour counts were obtained from the CMP traffic count database.

Existing peak-hour traffic volumes are shown on Figure 6. New count data are included in Appendix A.

## Existing Intersection Levels of Service

Intersection levels of service were evaluated against City of Cupertino and CMP standards. The results of the intersection level of service analysis under existing conditions are summarized in Table 5.

### *City of Cupertino Intersection Analysis*

The results of the level of service analysis show that all study intersections currently operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

### *CMP Intersection Analysis*

The results of the level of service analysis show that all of the study CMP intersections currently operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix B.

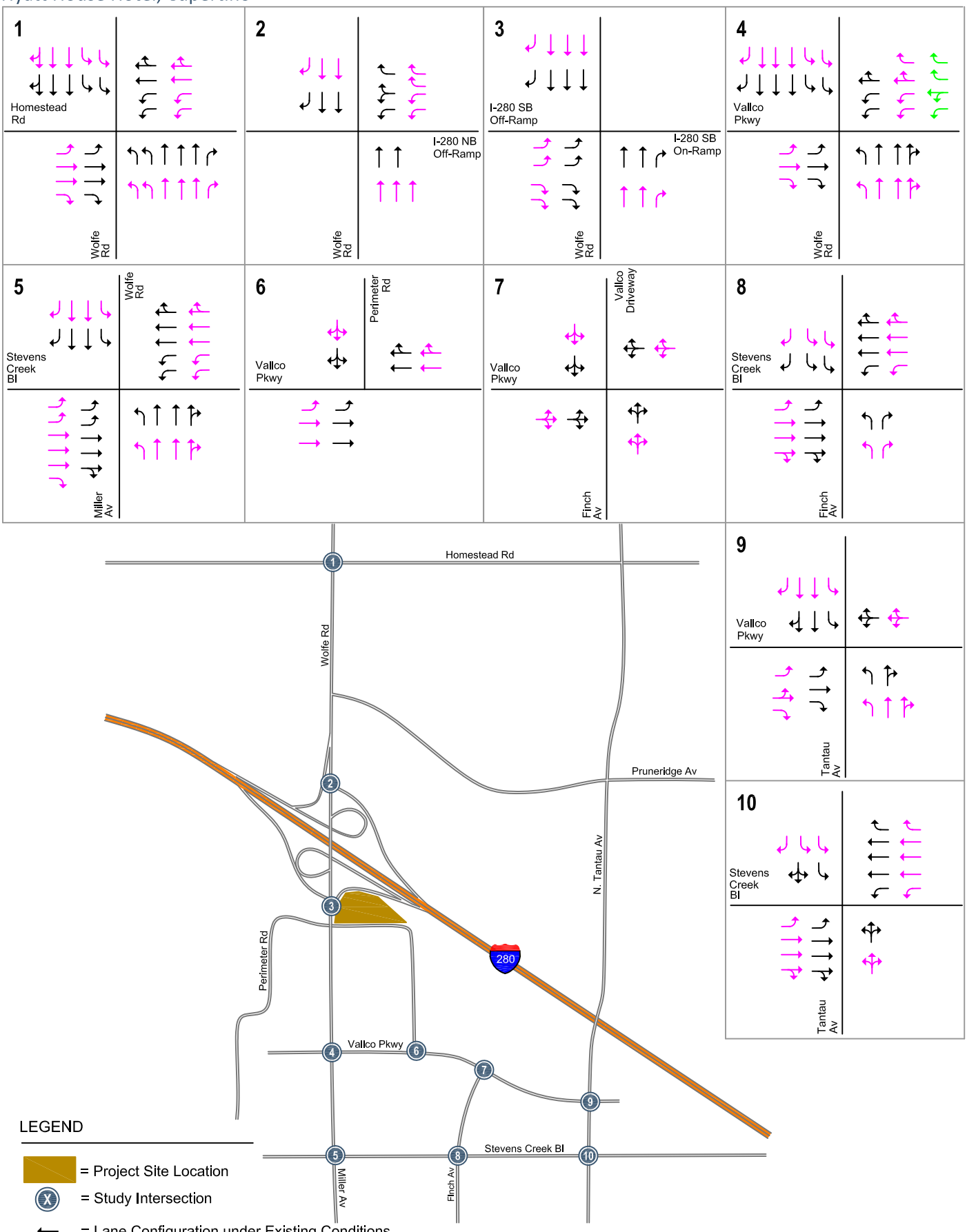



**Figure 5**
**Lane Configurations**

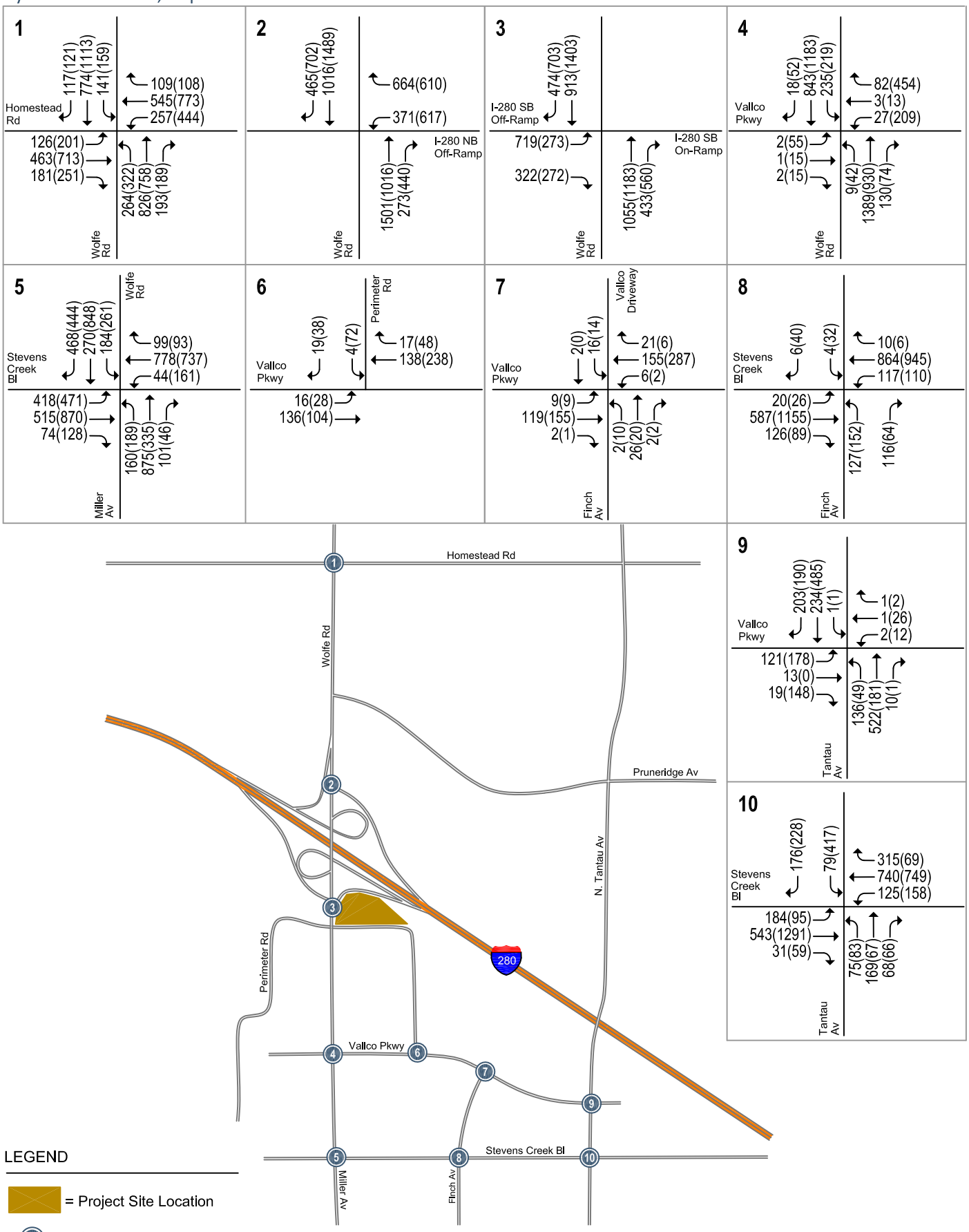



**Figure 6**
**Existing Traffic Volumes**

**Table 5**
**Existing Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Count Date | Avg. Delay (sec) | LOS |
|---|---|---|---|---|---|
| 1 | Wolfe Rd & Homestead Rd | AM | 05/05/11 | 34.0 | C |
| | | PM | 05/05/11 | 39.2 | D |
| 2 | Wolfe Rd & I-280 NB Ramp* | AM | 05/05/11 | 12.8 | B |
| | | PM | 05/05/11 | 13.4 | B |
| 3 | Wolfe Rd & I-280 SB Ramp* | AM | 05/05/11 | 10.6 | B |
| | | PM | 05/05/11 | 6.5 | A |
| 4 | Wolfe Rd & Vallco Pkwy | AM | 05/04/11 | 18.1 | B |
| | | PM | 05/04/11 | 29.8 | C |
| 5 | Wolfe Rd & Stevens Creek Blvd* | AM | 05/05/11 | 37.4 | D |
| | | PM | 05/05/11 | 38.3 | D |
| 6 | Perimeter Rd & Vallco Pkwy | AM | 05/15/14 | 6.1 | A |
| | | PM | 05/15/14 | 11.1 | B |
| 7 | Finch Ave & Vallco Pkwy[1,2] | AM | 05/13/14 | 9.4 | B |
| | | PM | 05/13/14 | 1.3 | B |
| 8 | Finch Ave & Stevens Creek Blvd | AM | 05/12/11 | 23.5 | C |
| | | PM | 05/12/11 | 23.5 | C |
| 9 | N Tantau Ave & Vallco Pkwy | AM | 06/01/11 | 24.1 | C |
| | | PM | 06/01/11 | 27.8 | C |
| 10 | N Tantau Ave & Stevens Creek Blvd | AM | 05/12/11 | 38.9 | D |
| | | PM | 05/12/11 | 38.8 | D |

Notes:
* denotes a CMP intersection
[1] This intersection was analyzed as an unsignalized intersection under existing conditions and as a signalized intersection under background and cumulative conditions.
[2] LOS for unsignalized intersection represents worst movement LOS

# 3.
# Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review process.

## Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network.

## Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets. These procedures are described further in the following sections.

### *Trip Generation*

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development.

The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition* publishes trip generation rates based on numerous counts of existing development of the same land use type. The rates published by ITE for Hotel (ITE land use code 310) were used for this project. The Hotel category includes trips generated by typical hotel amenities such as restaurants, bars, and meetings places. No trip credits were taken because the existing site is currently being used as a parking lot. Based on the ITE trip generation rates, the proposed project would generate a total of 1,209 daily trips, with 78 trips occurring during the AM peak hour and 89 trips occurring during the PM peak hour period. Table 6 shows the project trip generation estimates.

No reduction was assumed in trip generation estimates attributed to the shuttle services such as airport shuttles and limousine services because the ITE rates are based on surveys conducted at hotels with similar services.

### *Trip Distribution Pattern*

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The traffic volumes on the nearby street and freeway network were examined and the distribution percentages were calculated in proportion to those volumes. Figure 7 shows the project trip distribution pattern.

### *Trip Assignment*

The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Figure 8 shows the project trip assignment.

**Table 6**
**Project Trip Generation Estimates**

| | | | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | Size | Daily Rate[1] | Daily Trips | Peak-Hour Rate[1] | In | Out | Total Trips | Peak-Hour Rate[1] | In | Out | Total Trips |
| ***Proposed*** | | | | | | | | | | | |
| Hotel [1] | 148 rooms | 8.17 | 1,209 | 0.53 | 46 | 32 | 78 | 0.60 | 45 | 43 | 89 |

Notes:
1. ITE trip rates for Hotel (Land Use #310) used.
Source: Institute of Transportation Engineers, *Trip Generation* , 9th Edition.

## Existing Plus Project Traffic Volumes

The project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 9).

## Intersection Levels of Service Under Existing Plus Project Conditions

Intersection levels of service were evaluated against City of Cupertino and CMP standards. The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 7.

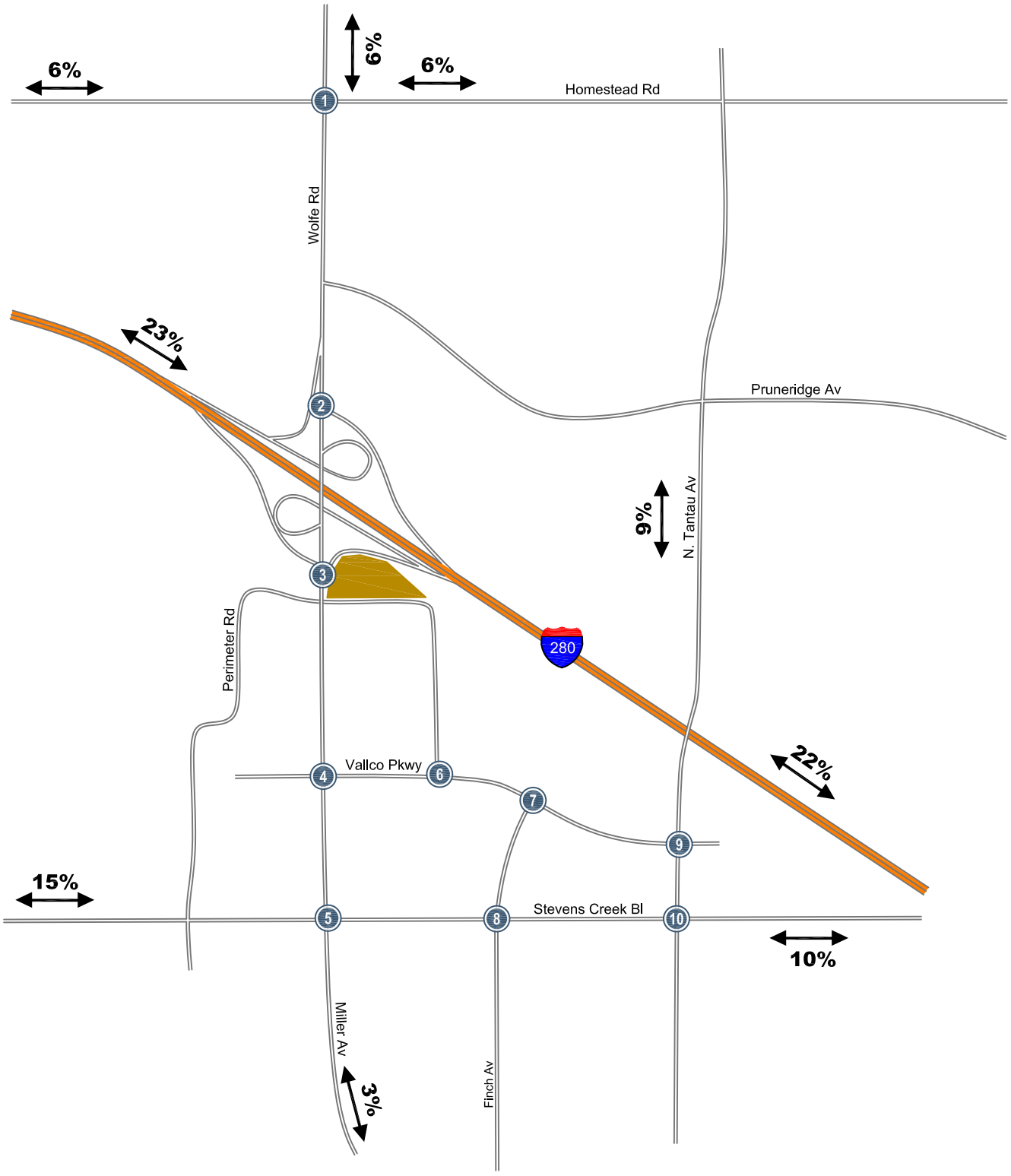
### *City of Cupertino Intersection Analysis*

The results of the level of service analysis under existing plus project conditions show that all study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

### *CMP Intersection Analysis*

The results of the level of service analysis under existing plus project conditions show that all of the study CMP intersections would operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix B.




LEGEND

= Project Site Location

X = Study Intersection

**Figure 7**
**Project Trip Distribution**

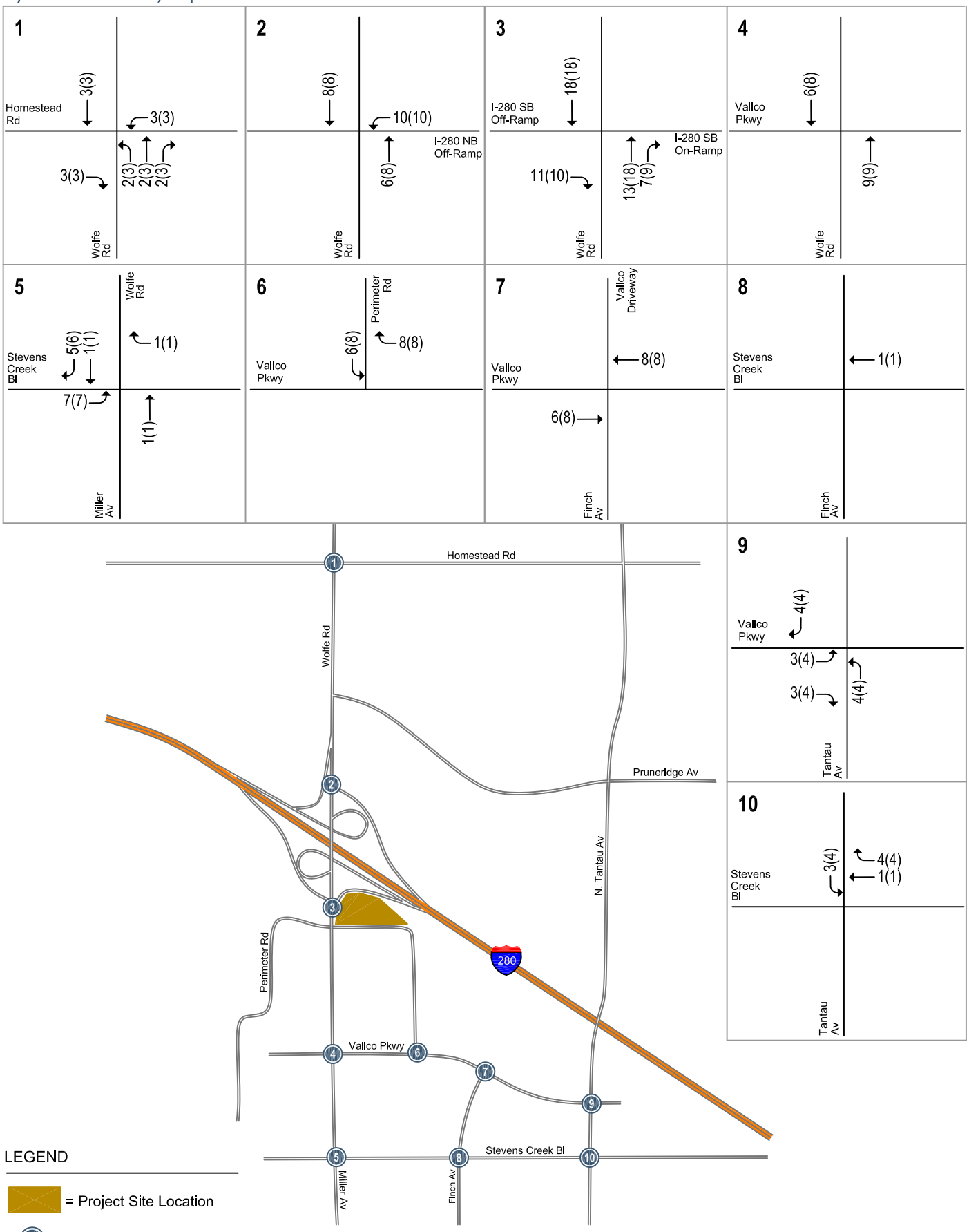



**Figure 8**
**Project Trip Assignment**

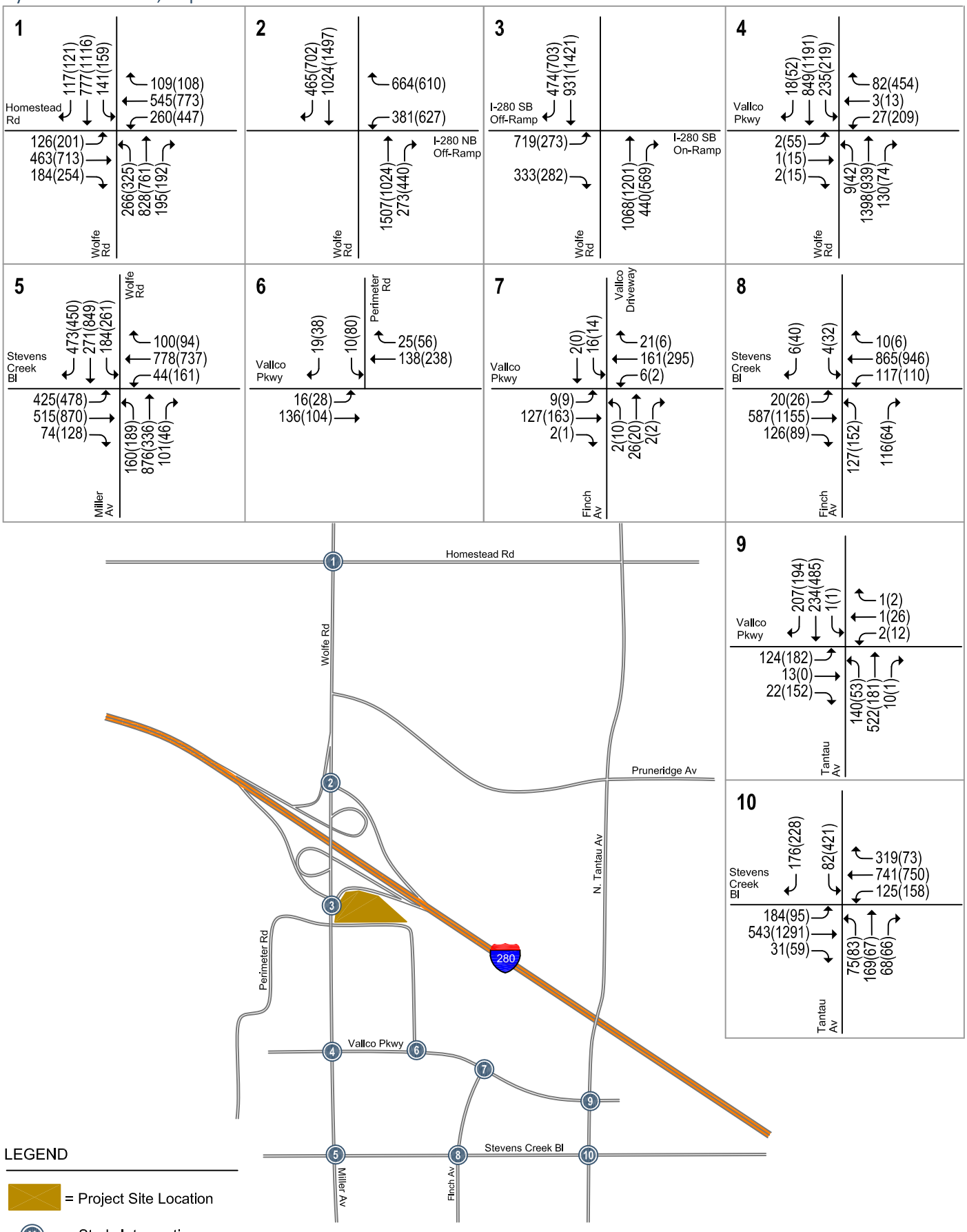



**Figure 9**
**Existing Plus Project Traffic Volumes**

**Table 7**
**Existing Plus Project Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Count Date | Existing Avg. Delay (sec) | Existing LOS | Existing + Project Avg. Delay (sec) | Existing + Project LOS |
|---|---|---|---|---|---|---|---|
| 1 | Wolfe Rd & Homestead Rd | AM | 05/05/11 | 34.0 | C | 34.0 | C |
| | | PM | 05/05/11 | 39.2 | D | 39.1 | D |
| 2 | Wolfe Rd & I-280 NB Ramp* | AM | 05/05/11 | 12.8 | B | 12.7 | B |
| | | PM | 05/05/11 | 13.4 | B | 13.4 | B |
| 3 | Wolfe Rd & I-280 SB Ramp* | AM | 05/05/11 | 10.6 | B | 10.6 | B |
| | | PM | 05/05/11 | 6.5 | A | 6.5 | A |
| 4 | Wolfe Rd & Vallco Pkwy | AM | 05/04/11 | 18.1 | B | 18.1 | B |
| | | PM | 05/04/11 | 29.8 | C | 29.9 | C |
| 5 | Wolfe Rd & Stevens Creek Blvd* | AM | 05/05/11 | 37.4 | D | 37.4 | D |
| | | PM | 05/05/11 | 38.3 | D | 38.3 | D |
| 6 | Perimeter Rd & Vallco Pkwy | AM | 05/15/14 | 6.1 | A | 7.0 | A |
| | | PM | 05/15/14 | 11.1 | B | 11.5 | B |
| 7 | Finch Ave & Vallco Pkwy[1,2] | AM | 05/13/14 | 9.4 | B | 9.5 | B |
| | | PM | 05/13/14 | 1.3 | B | 1.3 | B |
| 8 | Finch Ave & Stevens Creek Blvd | AM | 05/12/11 | 23.5 | C | 23.6 | C |
| | | PM | 05/12/11 | 23.5 | C | 23.6 | C |
| 9 | N Tantau Ave & Vallco Pkwy | AM | 06/01/11 | 24.1 | C | 24.5 | C |
| | | PM | 06/01/11 | 27.8 | C | 28.2 | C |
| 10 | N Tantau Ave & Stevens Creek Blvd | AM | 05/12/11 | 38.9 | D | 38.7 | D |
| | | PM | 05/12/11 | 38.8 | D | 38.6 | D |

Notes:
* denotes a CMP intersection
[1] This intersection was analyzed as an unsignalized intersection under existing conditions and as a signalized intersection under background and cumulative conditions.
[2] LOS for unsignalized intersection represents worst movement LOS

# 4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved development gets built and occupied.

## Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing peak hour volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the Apple Campus 2 EIR. All approved projects assumed in the Apple Campus 2 EIR, including the Apple Campus, were included under background conditions. Background traffic volumes are shown graphically on Figure 10.

## Background Transportation Network

The following transportation improvements were assumed under background conditions.

1. Vallco Parkway/Finch Road intersection – Currently Finch Road is closed to traffic and being reconstructed as a private street providing access to the Main Street development. This intersection will be signalized with the completion of the Main Street development. The Main Street development will also construct a new signalized intersection on Vallco Parkway between Finch Road and Tantau Avenue that will provide access to the parking garage within the Main Street development.
2. Wolfe Road/I-280 NB Ramps intersection – The Apple Campus 2 project will add a third through lane to northbound Wolfe Road from just after the northbound I-280 loop on-ramp to Pruneridge Avenue (increase from two northbound through lanes) and widen the northbound off-ramp to four lanes (two westbound left-turn lanes and two westbound right-turn lanes).
3. Vallco Parkway/Tantau Avenue – The Apple Campus 2 project will construct an exclusive northbound through lane for a total of one left-turn lane, one through lane, and one shared through/right-turn lane. An additional receiving lane on the north side of the intersection would also be constructed. The exclusive eastbound through lane will be converted to a shared through/left-turn lane. These improvements will require the provision of two northbound through receiving lanes on Tantau Avenue. A southbound right-turn pocket (approximately 250 feet in length) will be constructed, and the existing shared southbound through/right-turn lane will be converted to an exclusive southbound through lane.

4. Stevens Creek Boulevard/Tantau Avenue intersection – The Apple Campus 2 project will add a southbound right-turn pocket (approximately 100 feet in length) and convert the existing shared southbound left-turn/right-turn lane to an exclusive southbound left-turn lane.

## Intersection Levels of Service Under Background Conditions

Intersection levels of service were evaluated against City of Cupertino and CMP standards. The results of the intersection level of service analysis under background conditions are summarized in Table 8.

### *City of Cupertino Intersection Analysis*

The results of the level of service analysis under background conditions show that all of the study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

### *CMP Intersection Analysis*

The results of the level of service analysis under background conditions show that all of the study CMP intersections would operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix B.

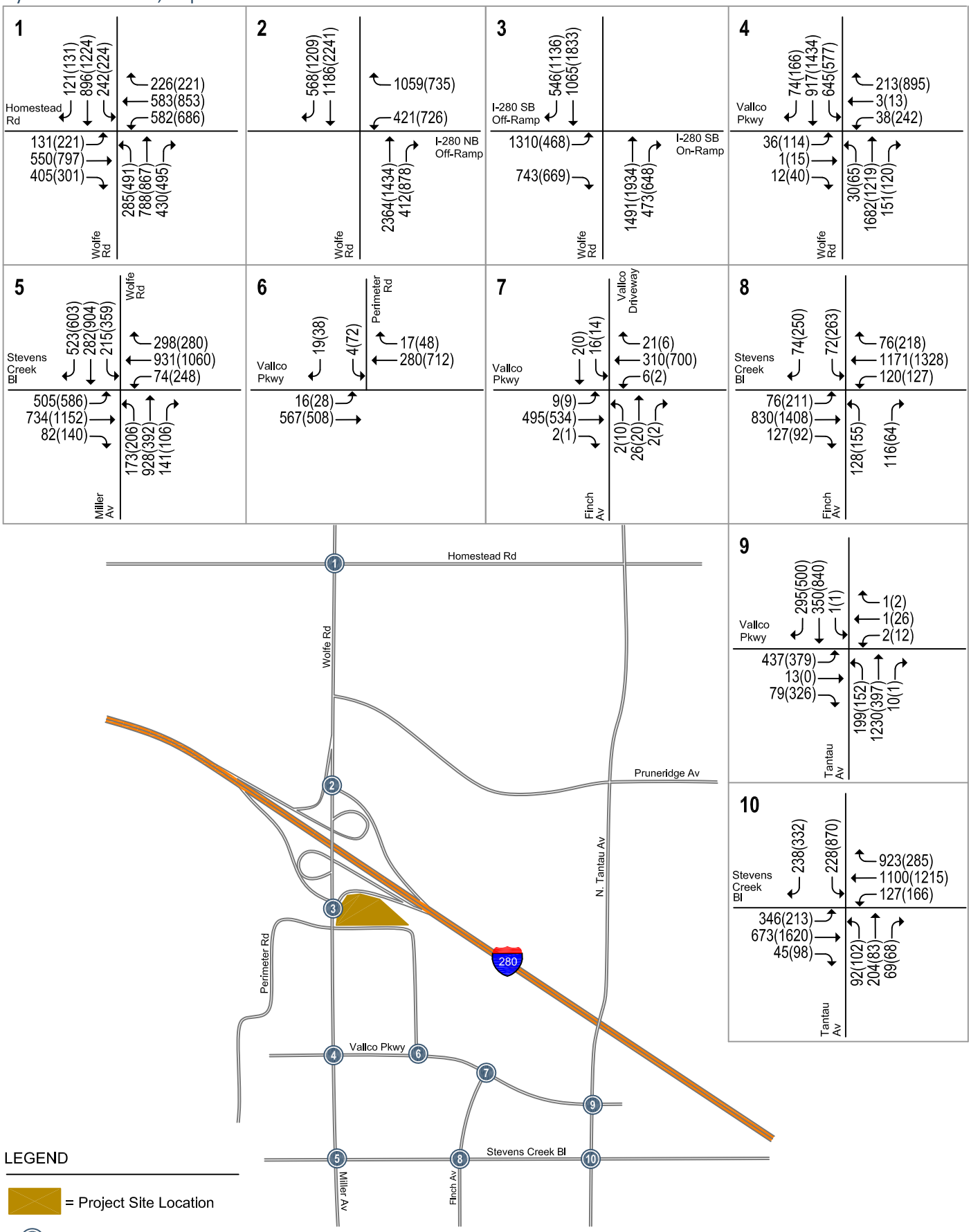



**Figure 10**
**Background Traffic Volumes**

**Table 8**
**Background Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Existing Avg. Delay (sec) | Existing LOS | Background Avg. Delay (sec) | Background LOS |
|---|---|---|---|---|---|---|
| 1 | Wolfe Rd & Homestead Rd | AM | 34.0 | C | 40.9 | D |
| | | PM | 39.2 | D | 50.5 | D |
| 2 | Wolfe Rd & I-280 NB Ramp* | AM | 12.8 | B | 18.0 | B |
| | | PM | 13.4 | B | 26.8 | C |
| 3 | Wolfe Rd & I-280 SB Ramp* | AM | 10.6 | B | 17.9 | B |
| | | PM | 6.5 | A | 11.2 | B |
| 4 | Wolfe Rd & Vallco Pkwy | AM | 18.1 | B | 27.3 | C |
| | | PM | 29.8 | C | 38.8 | D |
| 5 | Wolfe Rd & Stevens Creek Blvd* | AM | 37.4 | D | 39.5 | D |
| | | PM | 38.3 | D | 43.8 | D |
| 6 | Perimeter Rd & Vallco Pkwy | AM | 6.1 | A | 4.1 | A |
| | | PM | 11.1 | B | 6.8 | A |
| 7 | Finch Ave & Vallco Pkwy[1] | AM | 9.4 | B | 25.7 | C |
| | | PM | 1.3 | B | 37.9 | D |
| 8 | Finch Ave & Stevens Creek Blvd | AM | 23.5 | C | 23.8 | C |
| | | PM | 23.5 | C | 31.9 | C |
| 9 | N Tantau Ave & Vallco Pkwy | AM | 24.1 | C | 28.4 | C |
| | | PM | 27.8 | C | 34.0 | C |
| 10 | N Tantau Ave & Stevens Creek Blvd | AM | 38.9 | D | 43.2 | D |
| | | PM | 38.8 | D | 46.8 | D |

Notes:
* denotes a CMP intersection
[1] This intersection was analyzed as an unsignalized intersection under existing conditions and as a signalized intersection under background and cumulative conditions.

# 5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the significance criteria used to establish what constitutes a project impact, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved but not yet built projects in the area.

## Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of Cupertino Level of Service standards.

### *City of Cupertino Definition of Significant Intersection Impacts*

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Cupertino if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to rule #2 above applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of Cupertino standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

### *CMP Definition of Significant Intersection Impacts*

The definition of a significant impact at a CMP intersection is the same as for the City of Cupertino, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. Thus, a CMP intersection that operates at LOS F would fail to meet the CMP level of service standard.

## Transportation Network Under Background Plus Project Conditions

It is assumed in this analysis that the transportation network under background plus project conditions would be the same as the background transportation network.

## Project Trip Estimates

As previously described in Chapter 3 (see Table 6), the proposed project would generate 1,209 new daily vehicle trips, with 79 new trips occurring during the AM peak hour and 89 new trips occurring during the PM peak hour.

## Background Plus Project Traffic Volumes

The peak hour trips generated by the project were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 11). The project trips were assigned to the roadway system in accordance with the trip distribution patterns discussed in Chapter 3.

## Intersection LOS Under Background Plus Project Conditions

Intersection levels of service were evaluated against City of Cupertino and CMP standards. The results of the intersection level of service analysis under background plus project conditions are summarized in Table 9.

### *City of Cupertino Intersection Analysis*

The results of the level of service analysis under background plus project conditions show that all of the study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

### *CMP Intersection Analysis*

The results of the level of service analysis under background plus project conditions show that all of the study CMP intersections would operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix B.

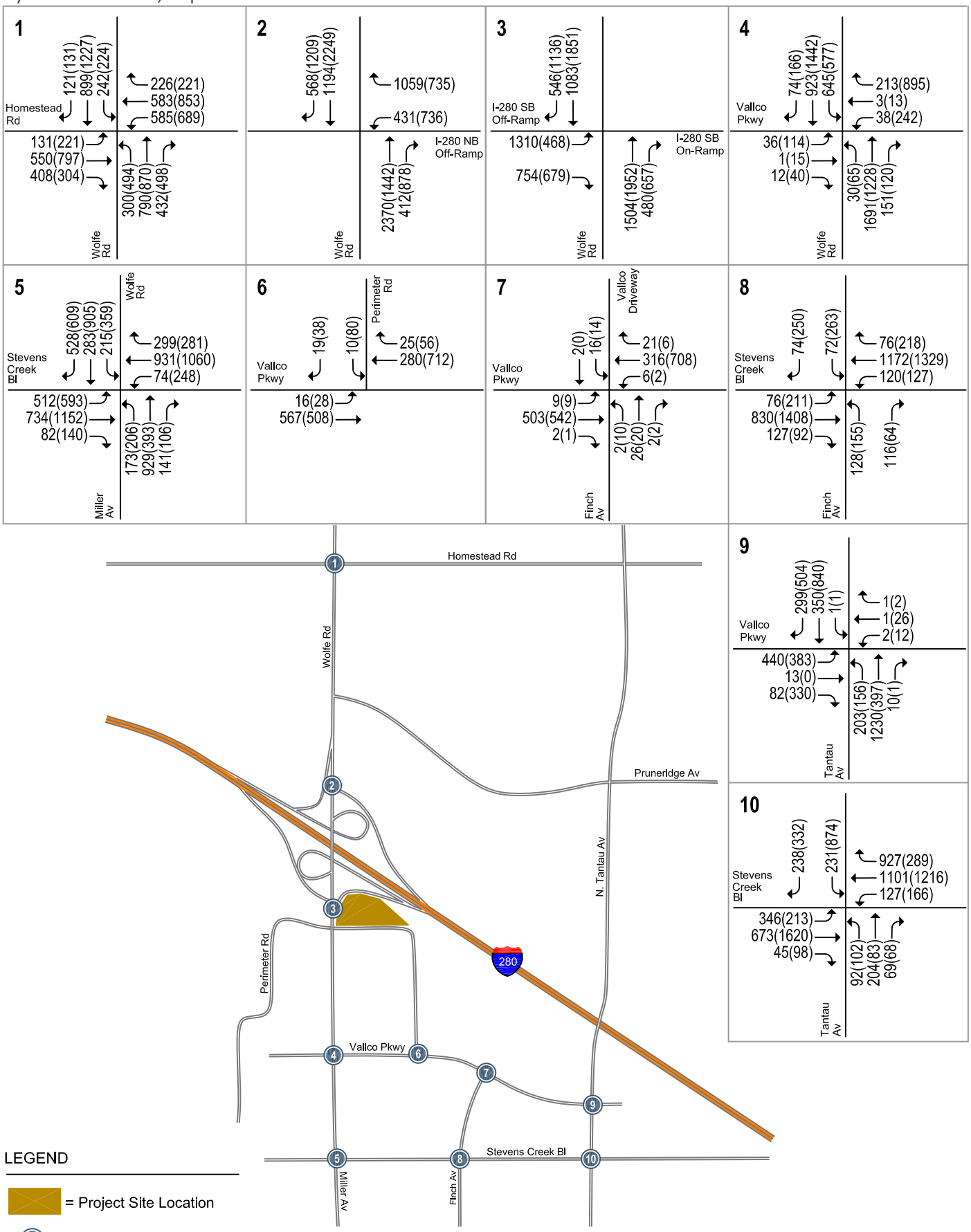



**Figure 11**
**Background Plus Project Traffic Volumes**

**Table 9**
**Background Plus Project Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Background Avg. Delay (sec) | Background LOS | Background Plus Project Avg. Delay (sec) | Background Plus Project LOS | Incr. In Crit. Delay (sec) | Incr. In Crit. V/C |
|---|---|---|---|---|---|---|---|---|
| 1 | Wolfe Rd & Homestead Rd | AM | 40.9 | D | 41.2 | D | 0.4 | 0.004 |
| | | PM | 50.5 | D | 50.8 | D | 0.4 | 0.003 |
| 2 | Wolfe Rd & I-280 NB Ramp* | AM | 18.0 | B | 18.0 | B | 0.1 | 0.001 |
| | | PM | 26.8 | C | 27.6 | C | 0.7 | 0.003 |
| 3 | Wolfe Rd & I-280 SB Ramp* | AM | 17.9 | B | 18.1 | B | 0.4 | 0.004 |
| | | PM | 11.2 | B | 11.4 | B | 0.3 | 0.009 |
| 4 | Wolfe Rd & Vallco Pkwy | AM | 27.3 | C | 27.3 | C | 0.0 | 0.002 |
| | | PM | 38.8 | D | 38.9 | D | 0.1 | 0.002 |
| 5 | Wolfe Rd & Stevens Creek Blvd* | AM | 39.5 | D | 39.6 | D | 0.1 | 0.003 |
| | | PM | 43.8 | D | 44.0 | D | 0.3 | 0.003 |
| 6 | Perimeter Rd & Vallco Pkwy | AM | 4.1 | A | 4.3 | A | 0.2 | 0.007 |
| | | PM | 6.8 | A | 7.1 | A | 0.3 | 0.008 |
| 7 | Finch Ave & Vallco Pkwy[1] | AM | 25.7 | C | 25.9 | C | 0.2 | 0.008 |
| | | PM | 37.9 | D | 39.0 | D | 1.1 | 0.009 |
| 8 | Finch Ave & Stevens Creek Blvd | AM | 23.8 | C | 23.8 | C | 0.0 | 0.000 |
| | | PM | 31.9 | C | 31.9 | C | 0.0 | 0.000 |
| 9 | N Tantau Ave & Vallco Pkwy | AM | 28.4 | C | 28.5 | C | 0.1 | 0.001 |
| | | PM | 34.0 | C | 34.3 | C | 0.4 | 0.008 |
| 10 | N Tantau Ave & Stevens Creek Blvd | AM | 43.2 | D | 43.2 | D | 0.0 | 0.000 |
| | | PM | 46.8 | D | 47.0 | D | 0.2 | 0.001 |

Notes:
* denotes CMP intersection
[1] This intersection was analyzed as an unsignalized intersection under existing conditions and as a signalized intersection under background and cumulative conditions.
**Bold** indicates a significant impact.

# 6.
# Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Site access and circulation
- Sight distance at project driveways
- Potential project impacts to transit, bicycle, and pedestrian facilities, including the provision of a new pathway on the west side of the project site
- Parking

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

## Vehicular Access and On-Site Circulation

A site circulation and access review was conducted to determine the adequacy of the proposed site plan in accordance with generally accepted traffic engineering standards. The site plan prepared by Gene Fong Associates (July 30, 2014) was used for this purpose. The site plan is shown on Figure 2.

Vehicular access to the project site would be provided via two entry points along Perimeter Road, along the southern boundary of the project site. Both the entrances would be full access driveways. The western driveway on Perimeter Road would provide direct access to the main entrance and drop-off area that would be located on the south side of the hotel, facing Perimeter Road. The intersection of this driveway and Perimeter Road would be controlled by an all-way stop sign. The second driveway to the east would provide access to the parking aisle that circulates around the hotel building providing access to 73 surface parking stalls and 83 underground parking spaces. This driveway would have a stop control for the outbound approach. The underground parking garage would be accessible by the hotel's two elevator shafts and one of the two staircases.

## Sight Distance at Project Driveway

The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Perimeter Road. Landscaping at the project driveways should not conflict with a driver's ability to locate a gap in traffic. Adequate sight distance (sight distance triangles) should be provided at all project driveways in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. The sight distance for outbound vehicles exiting the first driveway is limited due to the downward slope on Perimeter Road, west of the project site as Perimeter Road runs beneath Wolfe Road. However, since the intersection of this driveway at Perimeter Road will be controlled by an all-way stop sign, vehicles will be able to exit safely onto Perimeter Road. The second driveway to the east will have adequate sight distance for exiting vehicles to safely locate a gap on Perimeter Road. Also, because of low traffic volumes on Perimeter Road, vehicles exiting the hotel will be able to easily find gaps in traffic on Perimeter Road.

## Transit Services

The closest bus stop is located on Wolfe Road at Vallco Mall about 850 feet walking distance from the site. This bus stop serves Routes 26, 81, 101. The proposed hotel is not expected to generate many new transit riders. If the hotel generates any transit riders, these new riders could be easily accommodated by the current available ridership capacity of the existing bus service in the study area.

## Shuttle Services

The project would include the use of an airport shuttle service for hotel guests to provide access to the San Jose International Airport, running approximately 6 times per day. In addition, the project would provide a local shuttle for hotel guests (limited to within a 5-mile radius of the Project site) that would run approximately 2 times per day.

## Pedestrian Facilities

Pedestrian facilities typically consist of sidewalks and crosswalks, including crosswalks with pedestrian signal heads at signalized intersections. Sidewalks are provided on both sides of Homestead Road, Wolfe Road, Stevens Creek Boulevard and Vallco Parkway. However, there are currently no sidewalks on Perimeter Road or on the connecting ramps to Wolfe Road. Thus, there are no good existing pedestrian connections from the site to Wolfe Road, Vallco Parkway, or Stevens Creek Boulevard.

As shown on the site plan dated 7/30/2014, the hotel project will provide a sidewalk on the north side of Perimeter Road and two crosswalks across Perimeter Road, connecting the site to the rest of the Vallco Shopping District. One of the crosswalks will be located at the main entrance driveway, where there will be 4-way stop control. The other crosswalk will be west of the second driveway that leads to parking spaces. Also, the 7/30/2014 site plan shows a pedestrian connections from the hotel to the new sidewalk on Perimeter Road near where the crosswalks will be placed..

# Bicycle Facilities

The site is well-served by existing and planned bicycle facilities. The one street in the vicinity without bicycle lanes is Perimeter Road, and it has low traffic volume and speed so it is conducive to bicycle travel. The project will provide a new pathway along the west side of the project site. This path will connect to a future trail along the south side of I-280. Although the trail on the south side of I-280 has not yet been fully studied, the pathway connection provided by the project will significantly enhance bicycle and pedestrian connectivity if it is ever implemented.

In accordance with Cupertino requirements, the project needs to provide bicycle parking equivalent to 5% of the vehicle parking. Based on 156 spaces, 8 bicycle spaces will be required. The current site plan shows that 10 bicycle spaces will be provided in front of the drop-off area along Perimeter Road, which exceeds the City's requirement.

# Parking

## *City Parking Codes*

The City of Cupertino Parking Code requirement is 1.0 space per room and 1.0 space per employee. The proposed hotel would have 148 rooms and 9 employees per shift. This would require 157 parking spaces by code. The proposed project also includes a full service restaurant (43 seats, including the seats on the outdoor dining terrace), a bar (9 seats) and 2480 square feet of meeting rooms. The City of Cupertino' s parking requirement for restaurants is one stall for every four seats, plus one for each employee on shift. The requirement for a bar area is one stall for every three seats, plus one for each employee on a shift. Since the proposed dining and bar areas would have 3 employees per shift, the City parking code would require a total of 17 additional parking spaces for the restaurant and bar. For meeting rooms, the requirement is one space per 250 square feet, which would be an additional 10 spaces. Therefore, 184 parking spaces would be required based on the City parking code. The project proposes to provide 156 parking spaces.

In order to determine whether the proposed parking would be sufficient to serve the project, parking surveys were conducted at three similar hotels in Cupertino during the period of peak parking demand. The three hotels that were surveyed include: Aloft (located at 10165 North De Anza Boulevard), Cupertino Inn (located at 10889 N De Anza Boulevard) and Hilton Garden Inn (located at 10741 N Wolfe Road). The Cupertino Inn has 124 guest rooms, a small bar area, and some small meeting rooms. The Hilton Garden Inn has 164 guest rooms, a small bar and restaurant area, and three small meeting rooms. The Aloft Cupertino has 138 guest rooms and also includes a restaurant, bar, lounge and conference rooms. These three comparable hotels were chosen based on the following considerations:

- Located in the City of Cupertino
- Similar land uses (business hotel)
- Proximity to major arterials providing freeway access (e.g., De Anza Boulevard and Wolfe Road)
- Proximity to the Heart of the City Specific Plan area

## *Parking Survey Results*

The counts were conducted on Wednesday June 11, 2014 and Saturday June 14, 2014 from 6:00 PM to 10:00 PM. These are the hours when hotel parking is at its highest level. Parking rates were calculated for weekday and weekend. The results of the parking surveys are shown in Table 10.

The results indicate that weekday parking rates (Occupied spaces/Occupied room) varied from 0.32 to 0.59. The Cupertino Inn had a maximum parking demand of 0.47 spaces per occupied room, the Aloft Cupertino had a maximum parking demand of 0.55 spaces per room, the, and the Hilton Garden Inn had a maximum demand of 0.73 spaces per room. The average for these three hotels was 0.58 spaces per room. This number is lower than the 85th percentile parking ratio of 0.71 spaces per room that is published in the Institute of Transportation Engineers (ITE) Parking Generation Manual.

The weekend survey results indicated a higher parking rate for the Cupertino Inn and the Hilton Garden Inn and a lower rate at the Aloft Cupertino. The Cupertino Inn had a maximum parking demand of 0.77 spaces per occupied room, the Aloft Cupertino had a maximum parking demand of 0.40 spaces per room, and the Hilton Garden Inn had a maximum demand of 0.81 spaces per room with 100% occupancy, which is the highest rate among all the three hotels during either the weekday or weekend. The maximum demand of 0.81 includes the demand for parking related to the restaurant and bar area seating and employee staffing.

The proposed Hyatt House hotel includes a full service restaurant, bar, and meeting space, which is quite similar to the Hilton Garden Inn. The proposed hotel would provide 156 parking spaces, a rate of 1.05 parking spaces per guestroom, which is higher than the highest parking rate of 0.81 from the survey. Therefore, it could be concluded that the proposed 156 parking spaces would be adequate.

The site plan indicates that there will be four tandem parking stalls, providing eight of the parking spaces provided in the garage. The applicant has indicated that those spaces would be only for employee use. Tandem parking has proved to be a feasible solution in similar circumstances, as long as the management develops a realistic plan for moving employee cars when necessary in order to allow employees to leave when their shift is over. The hotel management will need to develop such a plan for the tandem spaces, taking into account the start and end times of employees' shifts in order to minimize the amount of vehicle re-parking that needs to occur.

**Table 10**
**Parking Survey Results**

| | Parked Cars | | | | | |
|---|---|---|---|---|---|---|
| | **Cupertino Inn (Total 126 Rooms)** | | **Aloft Hotel (Total 123 Rooms)** | | **Hilton Garden Inn (Total 164 Rooms)** | |
| Time | Wednesday June 11th | Saturday June 14th | Wednesday June 11th | Saturday June 14th | Wednesday June 11th | Saturday June 14th |
| 6:00 PM | 40 | 62 | 31 | 36 | 58 | 77 |
| 6:30 PM | 36 | 68 | 30 | 34 | 49 | 69 |
| 7:00 PM | 37 | 64 | 35 | 33 | 54 | 78 |
| 7:30 PM | 35 | 64 | 31 | 39 | 59 | 85 |
| 8:00 PM | 38 | 69 | 33 | 40 | 71 | 91 |
| 8:30 PM | 40 | 70 | 32 | 42 | 82 | 97 |
| 9:00 PM | 44 | 72 | 42 | 43 | 99 | 112 |
| 9:30 PM | 52 | 76 | 56 | 47 | 107 | 122 |
| 10:00 PM | **59** | **87** | **68** | **49** | **119** | **133** |
| | | | | | | |
| Occupied Rooms | 126 | 113 | 123 | 121 | 164 | 164 |
| **Highest Parking Ratio** | **0.47** | **0.77** | **0.55** | **0.40** | **0.73** | **0.81** |

# 7. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative conditions typically include specific development projects that are being reviewed (pending projects) but are not yet approved. A significant cumulative traffic impact is identified by comparing project traffic against baseline cumulative conditions. This cumulative traffic scenario is evaluated in order to fulfill CMP and California Environmental Quality Act (CEQA) requirements.

## Cumulative Traffic Volumes

Cumulative traffic conditions were calculated by adding the trips generated by pending developments to background traffic volumes. Traffic volumes for the baseline cumulative conditions were based on the traffic volumes assumed for the cumulative plus project conditions in the Apple Campus 2 EIR. The peak hour baseline cumulative traffic volumes are shown graphically on Figure 13. Project traffic was then added to the baseline cumulative conditions to evaluate project impacts under cumulative conditions. Cumulative plus project peak hour traffic volumes are shown on Figure 14.

## Cumulative Transportation Network

The roadway network under cumulative conditions was assumed to include all the proposed improvements under background conditions as well as the following additional improvement:

1. Wolfe Road/Vallco Parkway intersection – The Apple Campus 2 project will modify the traffic signal operations to provide an overlap phase for the westbound right-turn movement. Southbound U-turns will be prohibited. The westbound approach will be modified to provide one left-turn lane, one shared left-turn/through lane, and two right-turn lanes.

## Cumulative Intersection Level of Service Analysis

Intersection levels of service were evaluated against City of Cupertino and CMP standards. The results of the intersection level of service analysis under cumulative conditions are summarized in Table 11.

### *City of Cupertino Intersection Analysis*

The results of the level of service analysis under cumulative conditions show that all of the study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic.

## *CMP Intersection Analysis*

The results of the level of service analysis under cumulative conditions show that all of the study CMP intersections would operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix B.

**Table 11**
**Cumulative Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Cumulative Avg. Delay (sec) | Cumulative LOS | Cumulative Plus Project Avg. Delay (sec) | Cumulative Plus Project LOS | Incr. In Crit. Delay (sec) | Incr. In Crit. V/C |
|---|---|---|---|---|---|---|---|---|
| 1 | Wolfe Rd & Homestead Rd | AM | 39.9 | D | 40.0 | D | 0.3 | 0.004 |
| | | PM | 51.6 | D | 51.9 | D | 0.5 | 0.003 |
| 2 | Wolfe Rd & I-280 NB Ramp* | AM | 18.1 | B | 18.1 | B | 0.1 | 0.001 |
| | | PM | 27.6 | C | 27.9 | C | 0.2 | 0.003 |
| 3 | Wolfe Rd & I-280 SB Ramp* | AM | 19.2 | B | 19.4 | B | 0.5 | 0.004 |
| | | PM | 29.3 | C | 30.9 | C | 2.8 | 0.009 |
| 4 | Wolfe Rd & Vallco Pkwy | AM | 28.0 | C | 28.0 | C | 0.0 | 0.002 |
| | | PM | 35.0 | C | 35.1 | D | 0.1 | 0.002 |
| 5 | Wolfe Rd & Stevens Creek Blvd* | AM | 39.9 | D | 40.0 | D | 0.2 | 0.003 |
| | | PM | 49.2 | D | 49.6 | D | 0.6 | 0.003 |
| 6 | Perimeter Rd & Vallco Pkwy | AM | 4.1 | A | 4.2 | A | 0.2 | 0.007 |
| | | PM | 6.0 | A | 6.1 | A | 0.1 | 0.008 |
| 7 | Finch Ave & Vallco Pkwy[1] | AM | 25.8 | C | 26.0 | C | 0.2 | 0.008 |
| | | PM | 38.1 | D | 39.2 | D | 1.1 | 0.009 |
| 8 | Finch Ave & Stevens Creek Blvd | AM | 26.3 | C | 26.3 | C | 0.0 | 0.000 |
| | | PM | 44.5 | D | 44.5 | D | 0.0 | 0.000 |
| 9 | N Tantau Ave & Vallco Pkwy | AM | 27.2 | C | 27.3 | C | 0.1 | 0.001 |
| | | PM | 33.4 | C | 33.7 | C | 0.4 | 0.008 |
| 10 | N Tantau Ave & Stevens Creek Blvd | AM | 43.4 | D | 43.4 | D | 0.0 | 0.000 |
| | | PM | 49.4 | D | 49.6 | D | 0.3 | 0.001 |

Notes:
* denotes CMP intersection
[1] This intersection was analyzed as an unsignalized intersection under existing conditions and as a signalized
**Bold** indicates a significant impact.

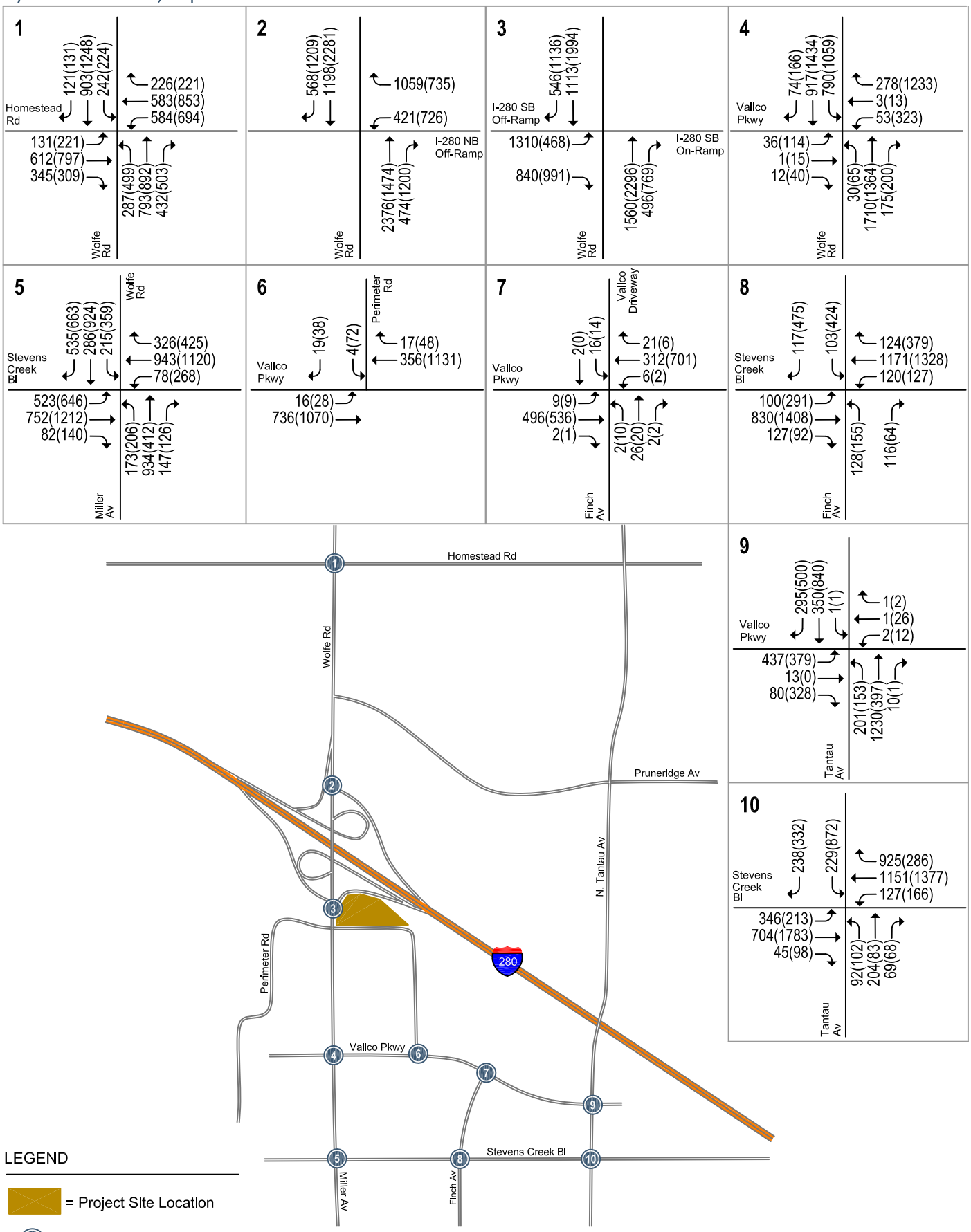



**Figure 12**
**Cumulative Traffic Volumes**

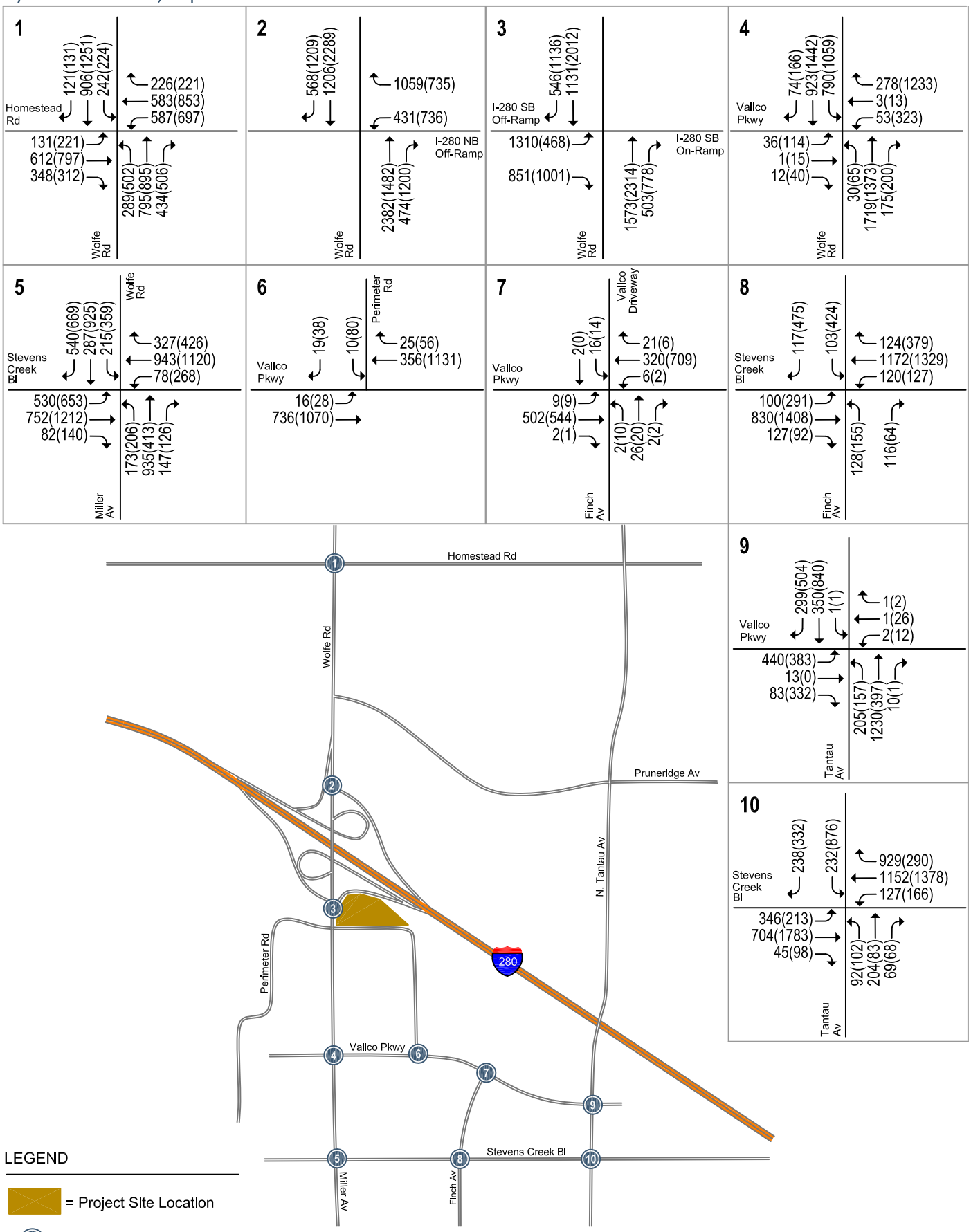



**Figure 13**
**Cumulative Plus Project Traffic Volumes**



NORTH
Not to Scale

# 8. Conclusions

The impacts of the project were evaluated following the standards and methodologies set forth by the City of Cupertino, and the Valley Transportation Agency (VTA). The VTA administers the Santa Clara County Congestion Management Program (CMP). Since the project would not generate more than 100 peak hour gross vehicle trips, a CMP analysis was not conducted. The study determined the traffic impacts of the project on nine (9) signalized intersections, and one (1) unsignalized intersection in the vicinity of the project site during the weekday AM and PM peak periods of traffic. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined on the basis of engineering judgment.

## Intersection Levels of Service

The results of the intersection level of service analysis show that, measured against the City of Cupertino and the Valley Transportation Agency (VTA) standards, all of the study intersections are expected to operate at acceptable levels of service under all conditions. The project would not cause a significant impact at any of the study intersections.

## Other Transportation Issues

There are currently no sidewalks on Perimeter Road or on the connecting ramps to Wolfe Road. Thus, there are no good pedestrian connections from the hotel site to Wolfe Road, Vallco Parkway, or Stevens Creek Boulevard. . As shown on the site plan dated 7/30/2014, the hotel project will provide a sidewalk on the north side of Perimeter Road and two crosswalks across Perimeter Road, connecting the site to the rest of the Vallco Shopping District. One of the crosswalks will be located at the main entrance driveway, where there will be 4-way stop control. The other crosswalk will be west of the second driveway that leads to parking spaces. Also, the 7/30/2014 site plan shows pedestrian connections from the hotel to the new sidewalk on Perimeter Road near where the crosswalks will be placed..

The project will also provide a new pathway along the west side of the project site. This path will connect to a future trail along the south side of I-280. Although the trail on the south side of I-280 has not yet been fully studied, the pathway connection provided by the project will significantly enhance bicycle and pedestrian connectivity if it is ever implemented.

## Parking

The project will provide 156 parking spaces which is a rate of 1.05 parking spaces per room. Hexagon surveyed parking utilization at three similar hotels in Cupertino, and the highest ratio was found to be 0.81 parking spaces per occupied room. The proposed 156 parking spaces would be adequate based on the highest surveyed peak hour parking demand.

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# Hyatt House Hotel

## Draft Transportation Impact Analysis

## **Technical Appendices**

# Appendix A

## New Traffic Counts

# AM Peak-Hour Volume Count Worksheet

Date: 5/13/14
Counter: Patti
Intersection Name: Finch Ave and Vallco Parkway
Weather: Clear Cupertino

**AUTO-CENSUS**
*Traffic Monitoring and Analysis*
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

| | Finch Ave | | | | Vallco Parkway | | | | Finch Ave | | | | Vallco Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 5 | 5 | 2 | 18 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 23 |
| 7:30 | 0 | 0 | 6 | 6 | 4 | 56 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 49 | 5 | 54 |
| 7:45 | 0 | 0 | 9 | 9 | 12 | 111 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 87 | 10 | 97 |
| 8:00 | 0 | 0 | 17 | 17 | 17 | 142 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 111 | 10 | 121 |
| 8:15 | 1 | 0 | 21 | 22 | 20 | 169 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 137 | 11 | 148 |
| 8:30 | 2 | 0 | 22 | 24 | 25 | 217 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 170 | 14 | 184 |
| 8:45 | 2 | 0 | 29 | 31 | 27 | 256 | 0 | 283 | 0 | 0 | 0 | 0 | 0 | 201 | 17 | 218 |
| 9:00 | 3 | 0 | 33 | 36 | 33 | 285 | 0 | 318 | 0 | 0 | 0 | 0 | 0 | 242 | 20 | 262 |

| Peak Hour | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | PK Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 - 8:00 | 0 | 0 | 17 | 17 | 17 | 142 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 111 | 10 | 121 | 297 |
| 7:15 - 8:15 | 1 | 0 | 16 | 17 | 18 | 151 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 119 | 6 | 125 | 311 |
| 7:30 - 8:30 | 2 | 0 | 16 | 18 | 21 | 161 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 121 | 9 | 130 | 330 |
| 7:45 - 8:45 | 2 | 0 | 20 | 22 | 15 | 145 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 114 | 7 | 121 | 303 |
| 8:00 - 9:00 | 3 | 0 | 16 | 19 | 16 | 143 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 131 | 10 | 141 | 319 |
| **Peak Volumes:** | **2** | **0** | **16** | **18** | **21** | **161** | **0** | **182** | **0** | **0** | **0** | **0** | **0** | **121** | **9** | **130** | **330** |

| Cut and Paste | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
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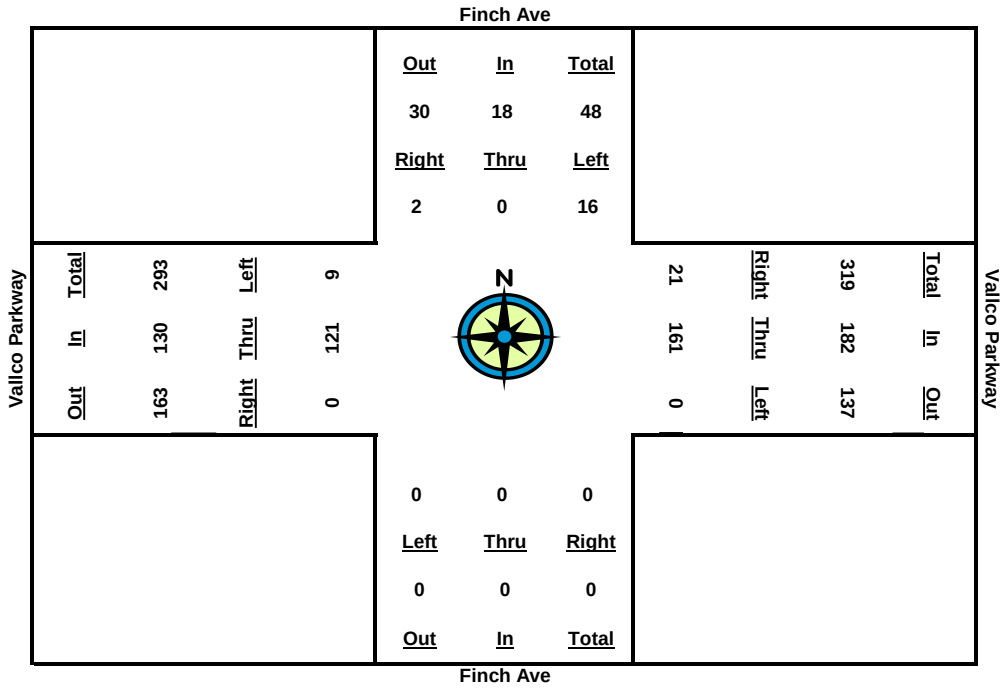
| | 0 | 0 | 0 | 16 | 0 | 2 | 9 | 121 | 0 | 0 | 161 | 21 |



## PM Peak-Hour Volume Count Worksheet

Date: 5/13/14
Counter: Patti
Intersection Name: Finch Ave and Vallco Parkway
Weather: Clear Cupertino

**AUTO-CENSUS**
*Traffic Monitoring and Analysis*
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

| | Finch Ave | | | | Vallco Parkway | | | | Finch Ave | | | | Vallco Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 2 | 0 | 4 | 6 | 3 | 30 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 33 | 5 | 38 |
| 4:30 | 2 | 0 | 6 | 8 | 7 | 65 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 66 | 5 | 71 |
| 4:45 | 4 | 0 | 8 | 12 | 9 | 108 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 100 | 8 | 108 |
| 5:00 | 4 | 0 | 11 | 15 | 11 | 153 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 118 | 8 | 126 |
| 5:15 | 4 | 0 | 17 | 21 | 12 | 224 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 148 | 11 | 159 |
| 5:30 | 4 | 0 | 23 | 27 | 17 | 300 | 0 | 317 | 0 | 0 | 0 | 0 | 0 | 180 | 11 | 191 |
| 5:45 | 4 | 0 | 25 | 29 | 17 | 378 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 221 | 16 | 237 |
| 6:00 | 4 | 0 | 25 | 29 | 17 | 442 | 0 | 459 | 0 | 0 | 0 | 0 | 0 | 274 | 17 | 291 |

| Peak Hour | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | PK Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 - 5:00 | 4 | 0 | 11 | 15 | 11 | 153 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 118 | 8 | 126 | 305 |
| 4:15 - 5:15 | 2 | 0 | 13 | 15 | 9 | 194 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 115 | 6 | 121 | 339 |
| 4:30 - 5:30 | 2 | 0 | 17 | 19 | 10 | 235 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 114 | 6 | 120 | 384 |
| 4:45 - 5:45 | 0 | 0 | 17 | 17 | 8 | 270 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 121 | 8 | 129 | 424 |
| 5:00 - 6:00 | 0 | 0 | 14 | 14 | 6 | 289 | 0 | 295 | 0 | 0 | 0 | 0 | 0 | 156 | 9 | 165 | 474 |
| **Peak Volumes:** | **0** | **0** | **14** | **14** | **6** | **289** | **0** | **295** | **0** | **0** | **0** | **0** | **0** | **156** | **9** | **165** | **474** |

| Cut and Paste | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
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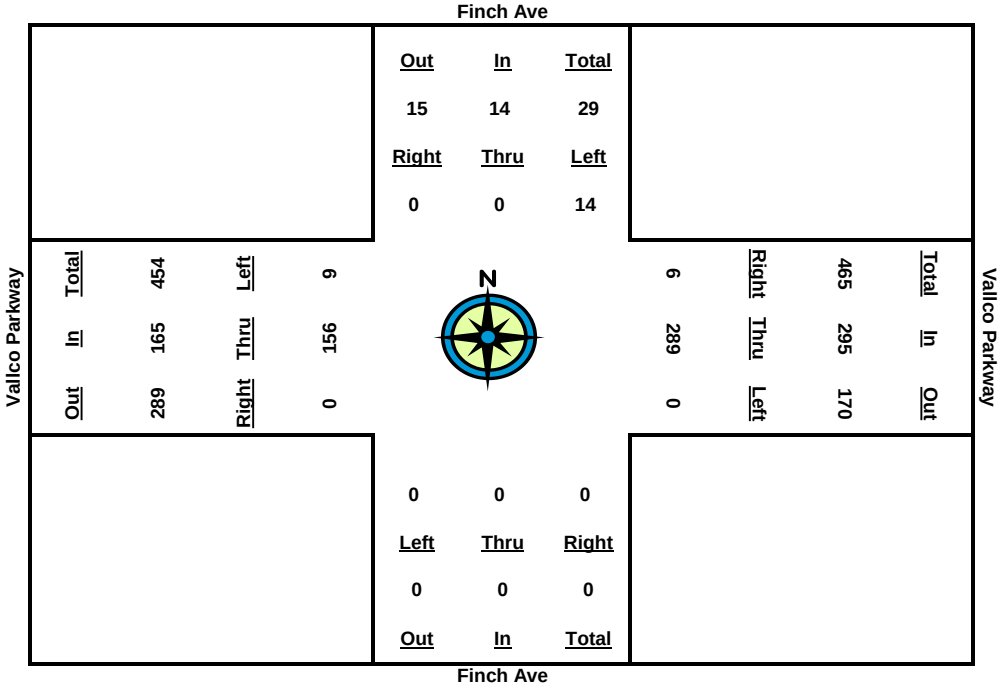
| | 0 | 0 | 0 | 14 | 0 | 0 | 9 | 156 | 0 | 0 | 289 | 6 |



## AM Peak-Hour Volume Count Worksheet

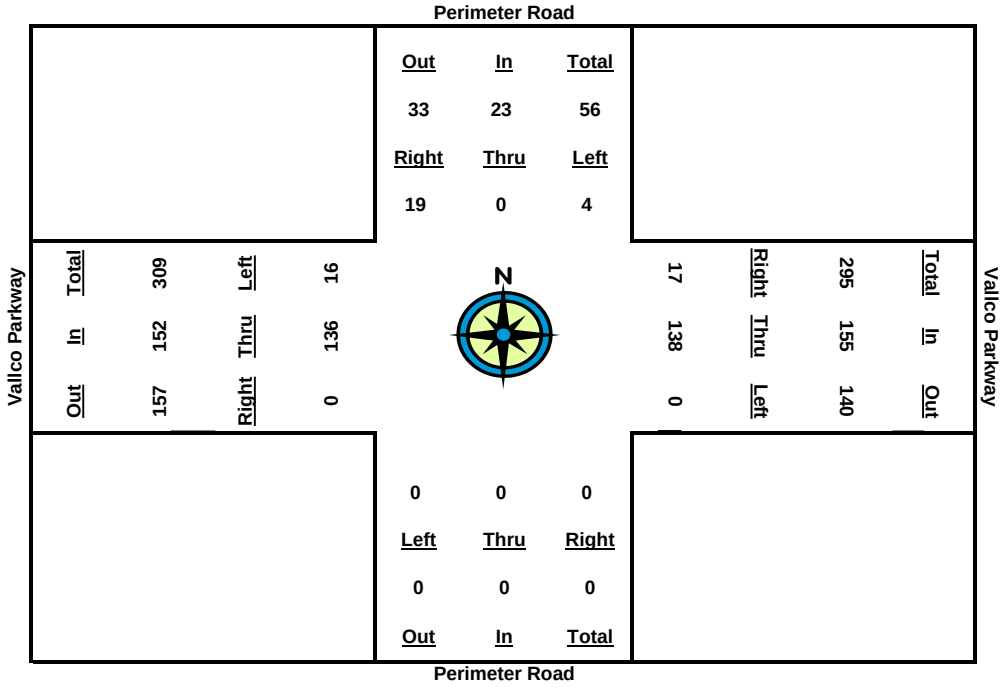
Date: 5/15/14
Counter: Kevin and An
Intersection Name: Perimeter Road and Vallco Parkway
Weather: Clear San Jose

**AUTO-CENSUS**
*Traffic Monitoring and Analysis*
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

| | Perimeter Road | | | | Vallco Parkway | | | | Perimeter Road | | | | Vallco Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 |
| 7:30 | 2 | 0 | 1 | 3 | 3 | 24 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 47 |
| 7:45 | 6 | 0 | 7 | 13 | 12 | 67 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 88 | 3 | 91 |
| 8:00 | 7 | 0 | 8 | 15 | 17 | 86 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 112 | 5 | 117 |
| 8:15 | 9 | 0 | 8 | 17 | 20 | 111 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 132 | 7 | 139 |
| 8:30 | 14 | 0 | 9 | 23 | 22 | 152 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 174 | 9 | 183 |
| 8:45 | 19 | 0 | 11 | 30 | 26 | 188 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 204 | 14 | 218 |
| 9:00 | 26 | 0 | 12 | 38 | 34 | 224 | 0 | 258 | 0 | 0 | 0 | 0 | 0 | 248 | 21 | 269 |

| Peak Hour | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | PK Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 - 8:00 | 7 | 0 | 8 | 15 | 17 | 86 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 112 | 5 | 117 | 235 |
| 7:15 - 8:15 | 8 | 0 | 8 | 16 | 20 | 104 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 115 | 7 | 122 | 262 |
| 7:30 - 8:30 | 12 | 0 | 8 | 20 | 19 | 128 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 127 | 9 | 136 | 303 |
| 7:45 - 8:45 | 13 | 0 | 4 | 17 | 14 | 121 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 116 | 11 | 127 | 279 |
| 8:00 - 9:00 | 19 | 0 | 4 | 23 | 17 | 138 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 136 | 16 | 152 | 330 |
| **Peak Volumes:** | **19** | **0** | **4** | **23** | **17** | **138** | **0** | **155** | **0** | **0** | **0** | **0** | **0** | **136** | **16** | **152** | **330** |

| Cut and Paste | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 17 |



## PM Peak-Hour Volume Count Worksheet

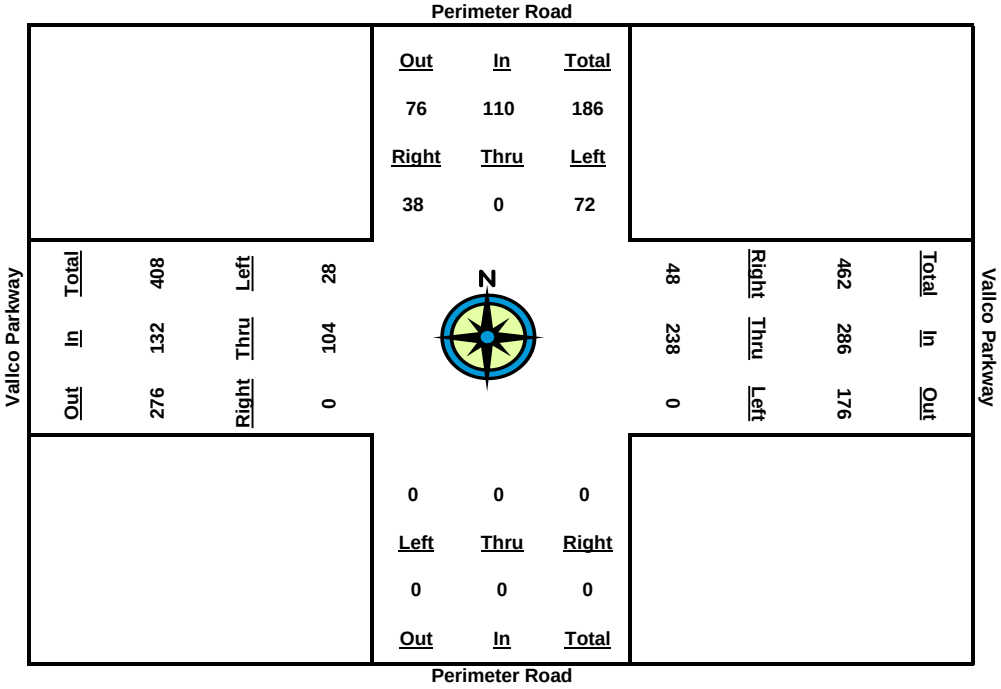
Date: 5/15/14
Counter: Kevin and An
Intersection Name: Perimeter Road and Vallco Parkway
Weather: Clear Cupertino

**AUTO-CENSUS**
*Traffic Monitoring and Analysis*
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

| | Perimeter Road | | | | Vallco Parkway | | | | Perimeter Road | | | | Vallco Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 14 | 0 | 7 | 21 | 6 | 52 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 14 |
| 4:30 | 18 | 0 | 17 | 35 | 14 | 81 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 31 | 5 | 36 |
| 4:45 | 25 | 0 | 24 | 49 | 20 | 119 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 47 | 11 | 58 |
| 5:00 | 34 | 0 | 36 | 70 | 29 | 162 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 67 | 20 | 87 |
| 5:15 | 44 | 0 | 52 | 96 | 42 | 227 | 0 | 269 | 0 | 0 | 0 | 0 | 0 | 96 | 27 | 123 |
| 5:30 | 51 | 0 | 63 | 114 | 50 | 294 | 0 | 344 | 0 | 0 | 0 | 0 | 0 | 113 | 29 | 142 |
| 5:45 | 60 | 0 | 94 | 154 | 59 | 348 | 0 | 407 | 0 | 0 | 0 | 0 | 0 | 141 | 45 | 186 |
| 6:00 | 72 | 0 | 108 | 180 | 77 | 400 | 0 | 477 | 0 | 0 | 0 | 0 | 0 | 171 | 48 | 219 |

| Peak Hour | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | PK Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 - 5:00 | 34 | 0 | 36 | 70 | 29 | 162 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 67 | 20 | 87 | 348 |
| 4:15 - 5:15 | 30 | 0 | 45 | 75 | 36 | 175 | 0 | 211 | 0 | 0 | 0 | 0 | 0 | 83 | 26 | 109 | 395 |
| 4:30 - 5:30 | 33 | 0 | 46 | 79 | 36 | 213 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 82 | 24 | 106 | 434 |
| 4:45 - 5:45 | 35 | 0 | 70 | 105 | 39 | 229 | 0 | 268 | 0 | 0 | 0 | 0 | 0 | 94 | 34 | 128 | 501 |
| 5:00 - 6:00 | 38 | 0 | 72 | 110 | 48 | 238 | 0 | 286 | 0 | 0 | 0 | 0 | 0 | 104 | 28 | 132 | 528 |
| **Peak Volumes:** | **38** | **0** | **72** | **110** | **48** | **238** | **0** | **286** | **0** | **0** | **0** | **0** | **0** | **104** | **28** | **132** | **528** |

| Cut and Paste | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 48 |



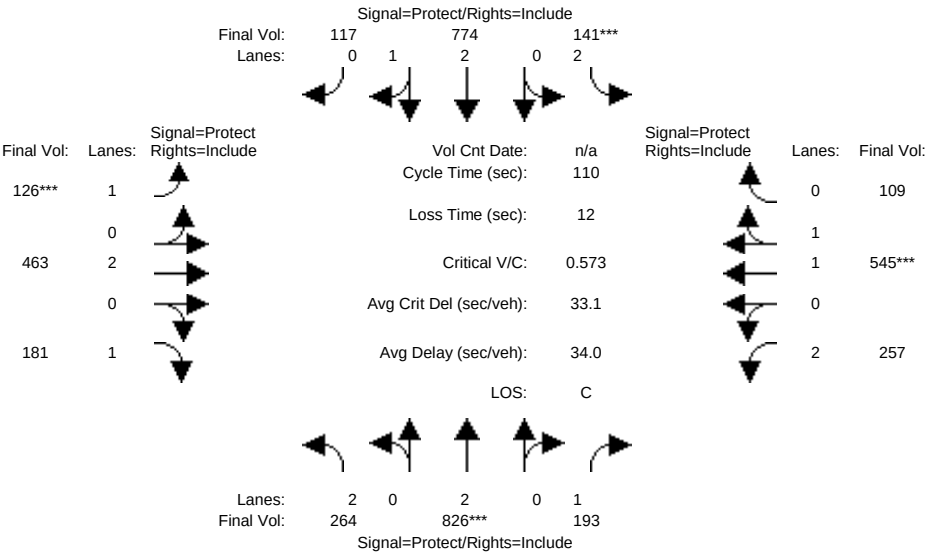
# Appendix B

## Intersection Level of Service Calculations

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



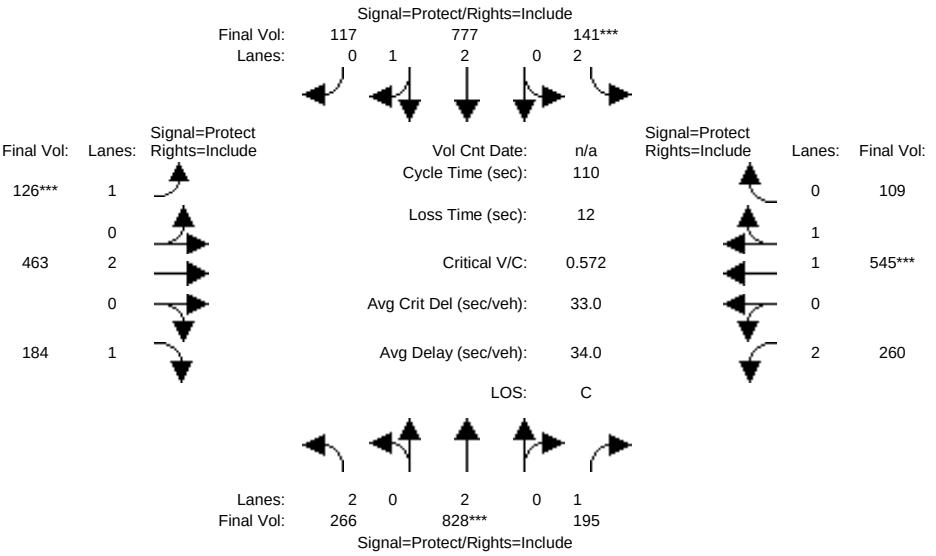

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.59 | 0.41 | 1.00 | 2.00 | 1.00 | 2.00 | 1.66 | 0.34 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4864 | 735 | 1750 | 3800 | 1750 | 3150 | 3083 | 617 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.22 | 0.11 | 0.04 | 0.16 | 0.16 | 0.07 | 0.12 | 0.10 | 0.08 | 0.18 | 0.18 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 17.3 | 41.7 | 41.7 | 8.6 | 32.9 | 32.9 | 13.8 | 28.6 | 28.6 | 19.1 | 33.9 | 33.9 |
| Volume/Cap: | 0.53 | 0.57 | 0.29 | 0.57 | 0.53 | 0.53 | 0.57 | 0.47 | 0.40 | 0.47 | 0.57 | 0.57 |
| Delay/Veh: | 43.7 | 27.7 | 24.1 | 52.2 | 32.4 | 32.4 | 49.0 | 34.7 | 34.2 | 41.5 | 32.7 | 32.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.7 | 27.7 | 24.1 | 52.2 | 32.4 | 32.4 | 49.0 | 34.7 | 34.2 | 41.5 | 32.7 | 32.7 |
| LOS by Move: | D | C | C | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 5 | 3 | 8 | 8 | 4 | 6 | 5 | 5 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P AM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



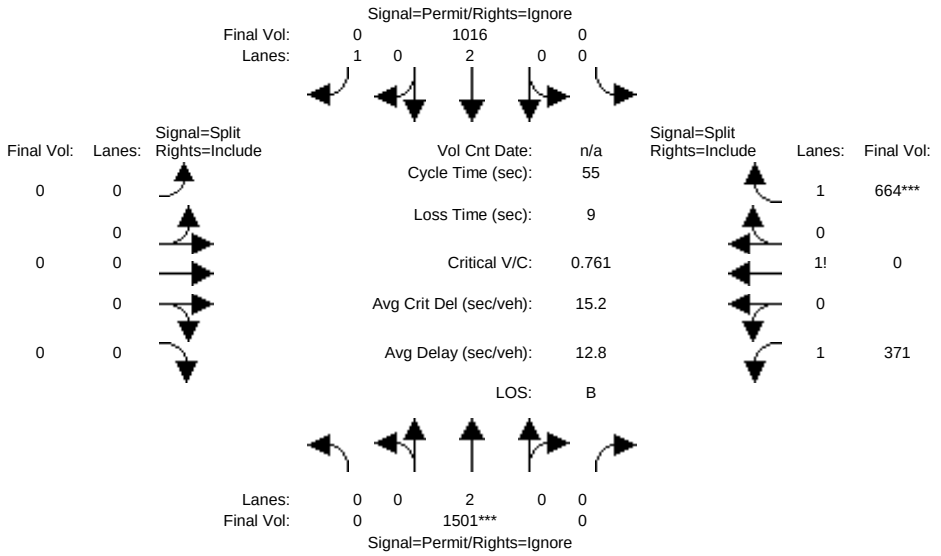

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 2 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Initial Fut: | 266 | 828 | 195 | 141 | 777 | 117 | 126 | 463 | 184 | 260 | 545 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 266 | 828 | 195 | 141 | 777 | 117 | 126 | 463 | 184 | 260 | 545 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 266 | 828 | 195 | 141 | 777 | 117 | 126 | 463 | 184 | 260 | 545 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 266 | 828 | 195 | 141 | 777 | 117 | 126 | 463 | 184 | 260 | 545 | 109 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.58 | 0.42 | 1.00 | 2.00 | 1.00 | 2.00 | 1.64 | 0.36 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4899 | 738 | 1750 | 3800 | 1750 | 3150 | 3122 | 624 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.22 | 0.11 | 0.04 | 0.16 | 0.16 | 0.07 | 0.12 | 0.11 | 0.08 | 0.17 | 0.17 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 17.6 | 41.9 | 41.9 | 8.6 | 33.0 | 33.0 | 13.9 | 28.3 | 28.3 | 19.2 | 33.6 | 33.6 |
| Volume/Cap: | 0.53 | 0.57 | 0.29 | 0.57 | 0.53 | 0.53 | 0.57 | 0.47 | 0.41 | 0.47 | 0.57 | 0.57 |
| Delay/Veh: | 43.5 | 27.5 | 23.9 | 52.1 | 32.4 | 32.4 | 48.9 | 34.9 | 34.5 | 41.5 | 32.8 | 32.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.5 | 27.5 | 23.9 | 52.1 | 32.4 | 32.4 | 48.9 | 34.9 | 34.5 | 41.5 | 32.8 | 32.8 |
| LOS by Move: | D | C | C | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 5 | 3 | 8 | 8 | 4 | 6 | 5 | 5 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)



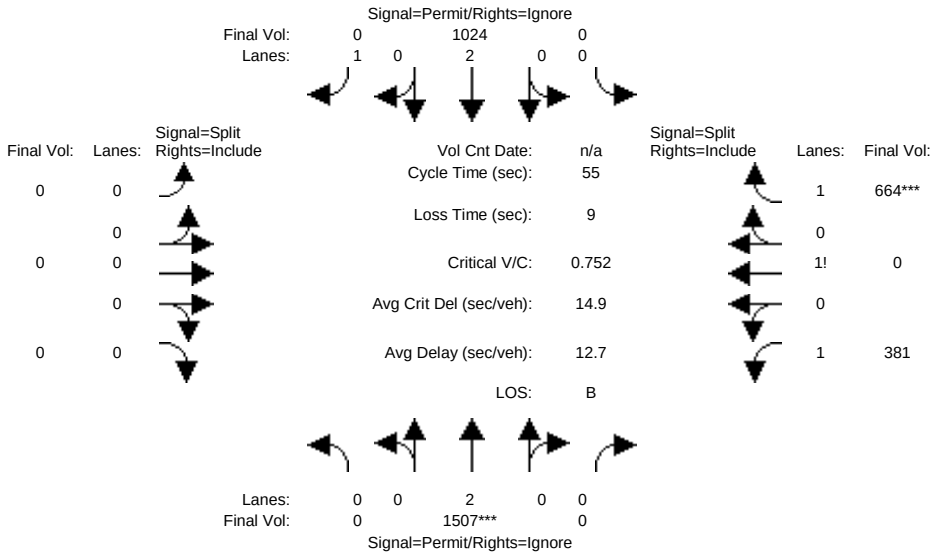

| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 1501 | 273 | 0 | 1016 | 465 | 0 | 0 | 0 | 371 | 0 | 664 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1501 | 273 | 0 | 1016 | 465 | 0 | 0 | 0 | 371 | 0 | 664 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1501 | 273 | 0 | 1016 | 465 | 0 | 0 | 0 | 371 | 0 | 664 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1501 | 0 | 0 | 1016 | 0 | 0 | 0 | 0 | 371 | 0 | 664 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1501 | 0 | 0 | 1016 | 0 | 0 | 0 | 0 | 371 | 0 | 664 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1501 | 0 | 0 | 1016 | 0 | 0 | 0 | 0 | 371 | 0 | 664 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.36 | 0.00 | 1.64 |
| Final Sat.: | 0 | 3700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 2377 | 0 | 2873 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.23 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 0.0 | 29.3 | 0.0 | 0.0 | 29.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 16.7 |
| Volume/Cap: | 0.00 | 0.76 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.00 | 0.76 |
| Delay/Veh: | 0.0 | 11.9 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 | 0.0 | 19.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 11.9 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 | 0.0 | 19.9 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | B | A | B |
| HCM2kAvgQ: | 0 | 11 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 9 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P AM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)



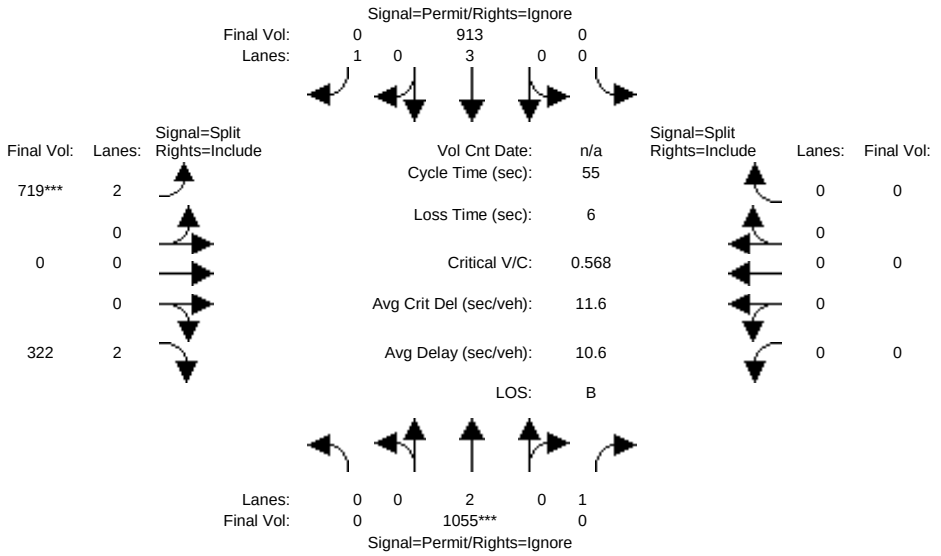

| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1501 | 273 | 0 | 1016 | 465 | 0 | 0 | 0 | 371 | 0 | 664 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1501 | 273 | 0 | 1016 | 465 | 0 | 0 | 0 | 371 | 0 | 664 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Initial Fut: | 0 | 1507 | 273 | 0 | 1024 | 465 | 0 | 0 | 0 | 381 | 0 | 664 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1507 | 0 | 0 | 1024 | 0 | 0 | 0 | 0 | 381 | 0 | 664 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1507 | 0 | 0 | 1024 | 0 | 0 | 0 | 0 | 381 | 0 | 664 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1507 | 0 | 0 | 1024 | 0 | 0 | 0 | 0 | 381 | 0 | 664 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.36 | 0.00 | 1.64 |
| Final Sat.: | 0 | 3800 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 2388 | 0 | 2862 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.23 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 0.0 | 29.0 | 0.0 | 0.0 | 29.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 17.0 |
| Volume/Cap: | 0.00 | 0.75 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.75 |
| Delay/Veh: | 0.0 | 11.8 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 19.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 11.8 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 19.5 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | B | A | B |
| HCM2kAvgQ: | 0 | 10 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 9 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



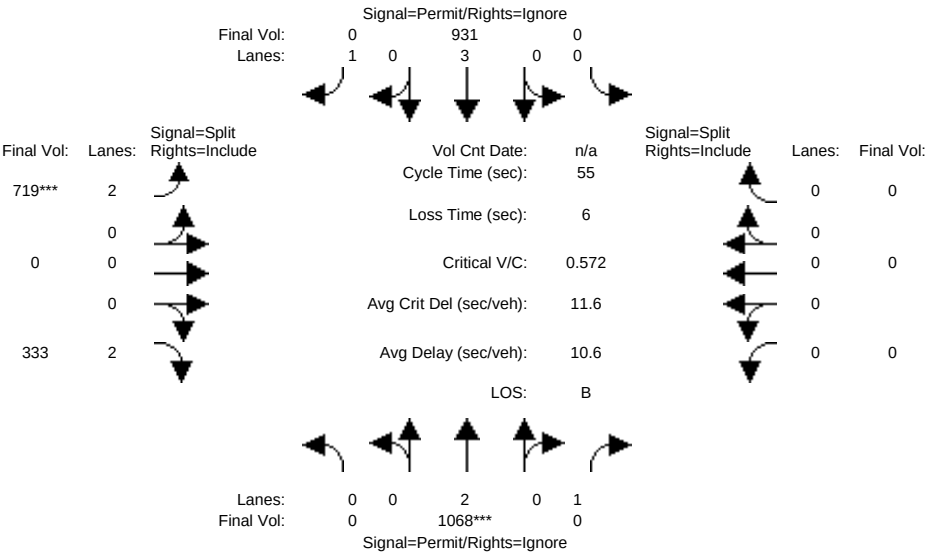

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1055 | 433 | 0 | 913 | 474 | 719 | 0 | 322 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1055 | 433 | 0 | 913 | 474 | 719 | 0 | 322 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1055 | 433 | 0 | 913 | 474 | 719 | 0 | 322 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1055 | 0 | 0 | 913 | 0 | 719 | 0 | 322 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1055 | 0 | 0 | 913 | 0 | 719 | 0 | 322 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1055 | 0 | 0 | 913 | 0 | 719 | 0 | 322 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | 0.00 | 0.16 | 0.00 | 0.23 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 26.9 | 0.0 | 0.0 | 26.9 | 0.0 | 22.1 | 0.0 | 22.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.57 | 0.00 | 0.00 | 0.33 | 0.00 | 0.57 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 10.4 | 0.0 | 0.0 | 8.6 | 0.0 | 13.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.4 | 0.0 | 0.0 | 8.6 | 0.0 | 13.4 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | A | A | B | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 6 | 0 | 0 | 3 | 0 | 6 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P AM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



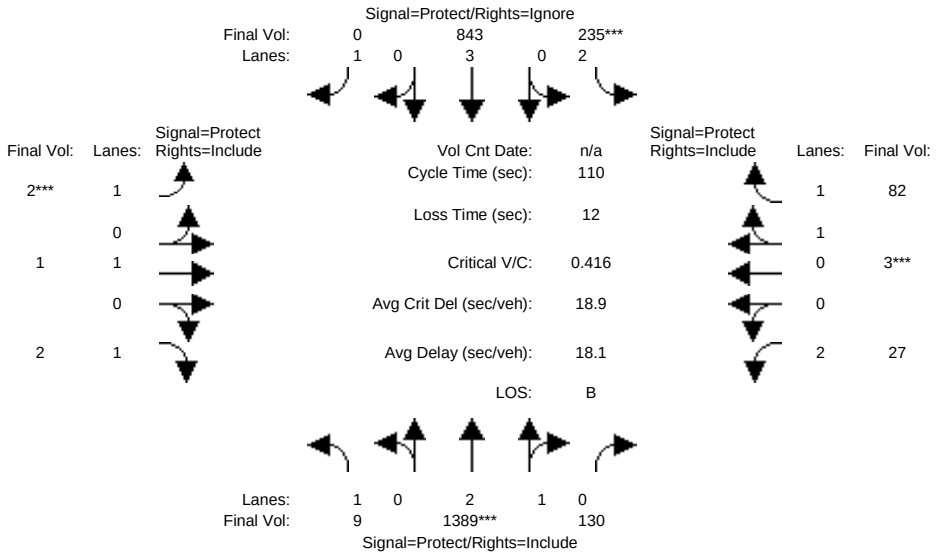

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1055 | 433 | 0 | 913 | 474 | 719 | 0 | 322 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1055 | 433 | 0 | 913 | 474 | 719 | 0 | 322 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 13 | 7 | 0 | 18 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1068 | 440 | 0 | 931 | 474 | 719 | 0 | 333 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1068 | 0 | 0 | 931 | 0 | 719 | 0 | 333 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1068 | 0 | 0 | 931 | 0 | 719 | 0 | 333 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1068 | 0 | 0 | 931 | 0 | 719 | 0 | 333 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | 0.00 | 0.16 | 0.00 | 0.23 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 27.0 | 0.0 | 0.0 | 27.0 | 0.0 | 22.0 | 0.0 | 22.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.57 | 0.00 | 0.00 | 0.33 | 0.00 | 0.57 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 10.3 | 0.0 | 0.0 | 8.6 | 0.0 | 13.5 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.3 | 0.0 | 0.0 | 8.6 | 0.0 | 13.5 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | A | A | B | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 6 | 0 | 0 | 3 | 0 | 6 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)




| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 9 | 1389 | 130 | 235 | 843 | 18 | 2 | 1 | 2 | 27 | 3 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 9 | 1389 | 130 | 235 | 843 | 18 | 2 | 1 | 2 | 27 | 3 | 82 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 9 | 1389 | 130 | 235 | 843 | 18 | 2 | 1 | 2 | 27 | 3 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 9 | 1389 | 130 | 235 | 843 | 0 | 2 | 1 | 2 | 27 | 3 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 1389 | 130 | 235 | 843 | 0 | 2 | 1 | 2 | 27 | 3 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 1389 | 130 | 235 | 843 | 0 | 2 | 1 | 2 | 27 | 3 | 82 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.73 | 0.27 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.07 | 1.93 |
| Final Sat.: | 1750 | 5120 | 479 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 127 | 3473 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.27 | 0.27 | 0.07 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 24.4 | 63.5 | 63.5 | 17.5 | 56.6 | 0.0 | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.02 | 0.47 | 0.47 | 0.47 | 0.29 | 0.00 | 0.02 | 0.01 | 0.01 | 0.13 | 0.26 | 0.26 |
| Delay/Veh: | 33.5 | 13.6 | 13.6 | 42.8 | 15.2 | 0.0 | 48.3 | 45.5 | 45.5 | 48.9 | 47.0 | 47.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.5 | 13.6 | 13.6 | 42.8 | 15.2 | 0.0 | 48.3 | 45.5 | 45.5 | 48.9 | 47.0 | 47.0 |
| LOS by Move: | C | B | B | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 0 | 10 | 10 | 4 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |

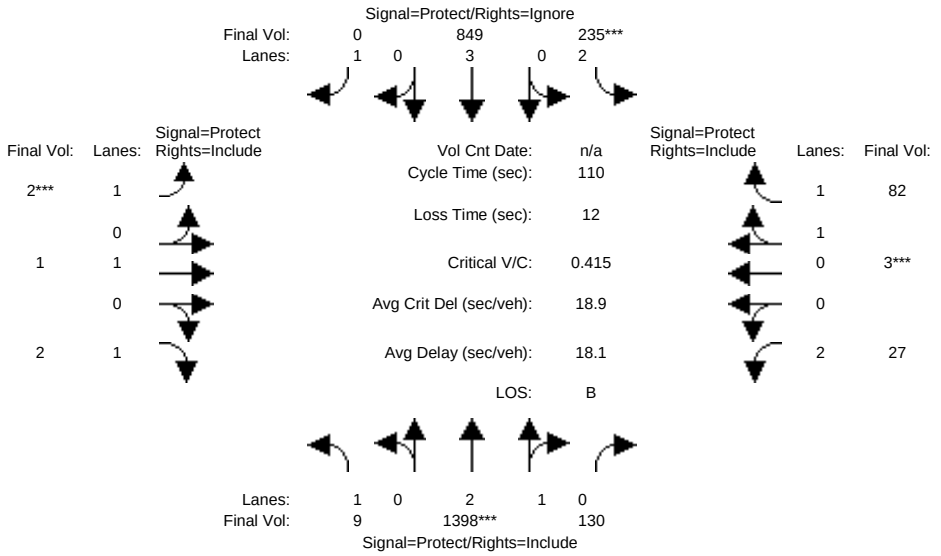
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P AM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)



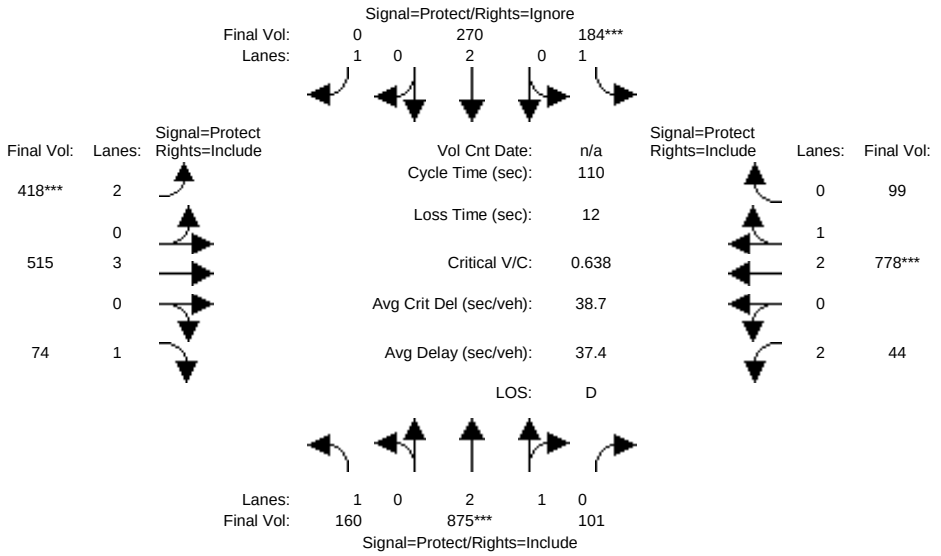

| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 9 | 1389 | 130 | 235 | 843 | 18 | 2 | 1 | 2 | 27 | 3 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 9 | 1389 | 130 | 235 | 843 | 18 | 2 | 1 | 2 | 27 | 3 | 82 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 9 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 9 | 1398 | 130 | 235 | 849 | 18 | 2 | 1 | 2 | 27 | 3 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 9 | 1398 | 130 | 235 | 849 | 0 | 2 | 1 | 2 | 27 | 3 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 1398 | 130 | 235 | 849 | 0 | 2 | 1 | 2 | 27 | 3 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 1398 | 130 | 235 | 849 | 0 | 2 | 1 | 2 | 27 | 3 | 82 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.72 | 0.28 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.07 | 1.93 |
| Final Sat.: | 1750 | 5177 | 481 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 124 | 3386 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.27 | 0.27 | 0.07 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 24.2 | 63.5 | 63.5 | 17.5 | 56.8 | 0.0 | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.02 | 0.47 | 0.47 | 0.47 | 0.29 | 0.00 | 0.02 | 0.01 | 0.01 | 0.13 | 0.27 | 0.27 |
| Delay/Veh: | 33.6 | 13.6 | 13.6 | 42.7 | 15.2 | 0.0 | 48.3 | 45.5 | 45.5 | 48.9 | 47.0 | 47.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.6 | 13.6 | 13.6 | 42.7 | 15.2 | 0.0 | 48.3 | 45.5 | 45.5 | 48.9 | 47.0 | 47.0 |
| LOS by Move: | C | B | B | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 0 | 10 | 10 | 4 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)




| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 160 | 875 | 101 | 184 | 270 | 468 | 418 | 515 | 74 | 44 | 778 | 99 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 160 | 875 | 101 | 184 | 270 | 468 | 418 | 515 | 74 | 44 | 778 | 99 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 160 | 875 | 101 | 184 | 270 | 468 | 418 | 515 | 74 | 44 | 778 | 99 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 160 | 875 | 101 | 184 | 270 | 0 | 418 | 515 | 74 | 44 | 778 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 160 | 875 | 101 | 184 | 270 | 0 | 418 | 515 | 74 | 44 | 778 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 160 | 875 | 101 | 184 | 270 | 0 | 418 | 515 | 74 | 44 | 778 | 99 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 0.99 | 0.95 |
| Lanes: | 1.00 | 2.68 | 0.32 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.65 | 0.35 |
| Final Sat.: | 1750 | 5020 | 579 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4967 | 632 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.17 | 0.17 | 0.11 | 0.07 | 0.00 | 0.13 | 0.09 | 0.04 | 0.01 | 0.16 | 0.16 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 24.1 | 30.0 | 30.0 | 18.1 | 24.0 | 0.0 | 22.9 | 29.3 | 29.3 | 20.5 | 27.0 | 27.0 |
| Volume/Cap: | 0.42 | 0.64 | 0.64 | 0.64 | 0.33 | 0.00 | 0.64 | 0.34 | 0.16 | 0.07 | 0.64 | 0.64 |
| Delay/Veh: | 37.6 | 36.1 | 36.1 | 47.6 | 36.4 | 0.0 | 41.9 | 32.7 | 31.1 | 37.0 | 38.2 | 38.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.6 | 36.1 | 36.1 | 47.6 | 36.4 | 0.0 | 41.9 | 32.7 | 31.1 | 37.0 | 38.2 | 38.2 |
| LOS by Move: | D | D | D | D | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 5 | 11 | 11 | 6 | 4 | 0 | 9 | 5 | 2 | 1 | 9 | 9 |

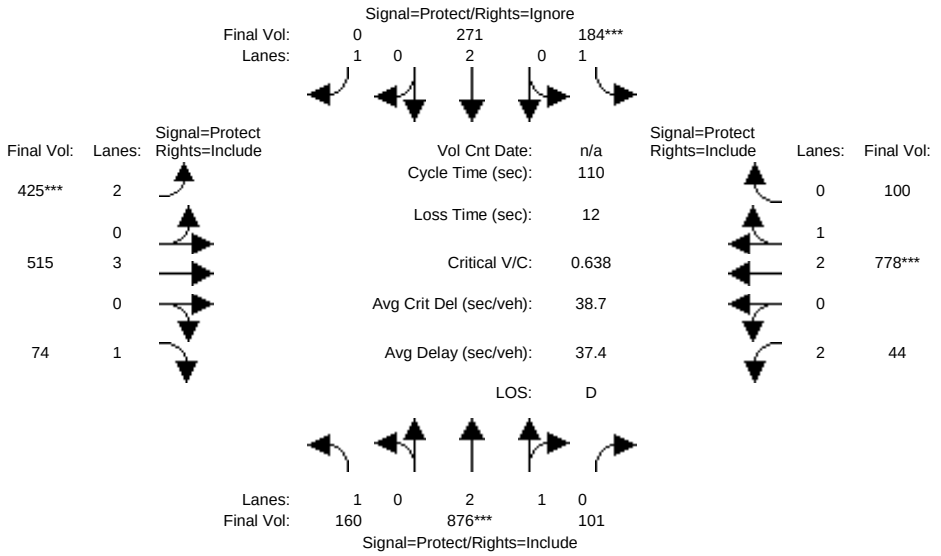
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P AM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)



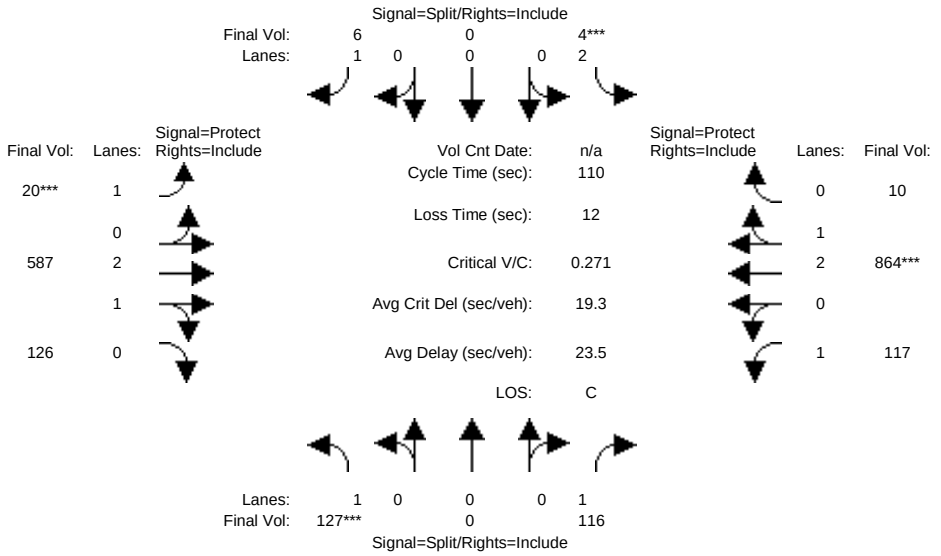

| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 160 | 875 | 101 | 184 | 270 | 468 | 418 | 515 | 74 | 44 | 778 | 99 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 160 | 875 | 101 | 184 | 270 | 468 | 418 | 515 | 74 | 44 | 778 | 99 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 1 | 0 | 0 | 1 | 5 | 7 | 0 | 0 | 0 | 0 | 1 |
| Initial Fut: | 160 | 876 | 101 | 184 | 271 | 473 | 425 | 515 | 74 | 44 | 778 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 160 | 876 | 101 | 184 | 271 | 0 | 425 | 515 | 74 | 44 | 778 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 160 | 876 | 101 | 184 | 271 | 0 | 425 | 515 | 74 | 44 | 778 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 160 | 876 | 101 | 184 | 271 | 0 | 425 | 515 | 74 | 44 | 778 | 100 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.67 | 0.33 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.63 | 0.37 |
| Final Sat.: | 1750 | 5066 | 584 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 5002 | 643 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.17 | 0.17 | 0.11 | 0.07 | 0.00 | 0.13 | 0.09 | 0.04 | 0.01 | 0.16 | 0.16 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 24.0 | 29.8 | 29.8 | 18.1 | 23.9 | 0.0 | 23.3 | 29.5 | 29.5 | 20.6 | 26.8 | 26.8 |
| Volume/Cap: | 0.42 | 0.64 | 0.64 | 0.64 | 0.33 | 0.00 | 0.64 | 0.34 | 0.16 | 0.07 | 0.64 | 0.64 |
| Delay/Veh: | 37.7 | 36.3 | 36.3 | 47.6 | 36.5 | 0.0 | 41.6 | 32.6 | 31.0 | 36.9 | 38.3 | 38.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.7 | 36.3 | 36.3 | 47.6 | 36.5 | 0.0 | 41.6 | 32.6 | 31.0 | 36.9 | 38.3 | 38.3 |
| LOS by Move: | D | D | D | D | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 5 | 10 | 10 | 6 | 4 | 0 | 9 | 5 | 2 | 1 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)



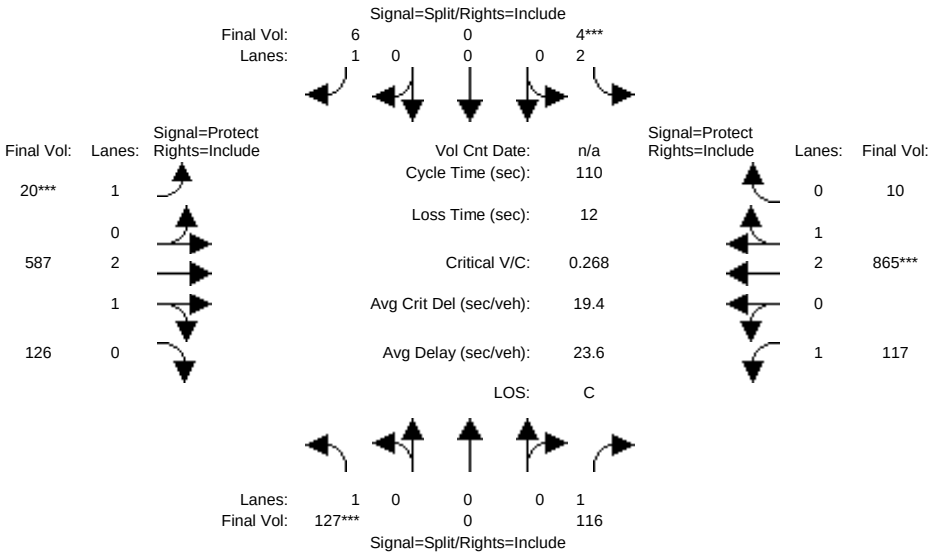

| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 864 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 864 | 10 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 864 | 10 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 864 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 864 | 10 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 864 | 10 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.45 | 0.55 | 1.00 | 2.96 | 0.04 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 4609 | 989 | 1750 | 5536 | 64 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.01 | 0.13 | 0.13 | 0.07 | 0.16 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 25.7 | 0.0 | 25.7 | 10.0 | 0.0 | 10.0 | 7.0 | 40.8 | 40.8 | 21.4 | 55.3 | 55.3 |
| Volume/Cap: | 0.31 | 0.00 | 0.28 | 0.01 | 0.00 | 0.04 | 0.18 | 0.34 | 0.34 | 0.34 | 0.31 | 0.31 |
| Delay/Veh: | 35.3 | 0.0 | 35.0 | 45.5 | 0.0 | 45.7 | 49.6 | 25.0 | 25.0 | 38.8 | 16.2 | 16.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.3 | 0.0 | 35.0 | 45.5 | 0.0 | 45.7 | 49.6 | 25.0 | 25.0 | 38.8 | 16.2 | 16.2 |
| LOS by Move: | D | A | C | D | A | D | D | C | C | D | B | B |
| HCM2kAvgQ: | 4 | 0 | 4 | 0 | 0 | 0 | 1 | 6 | 6 | 4 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P AM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)



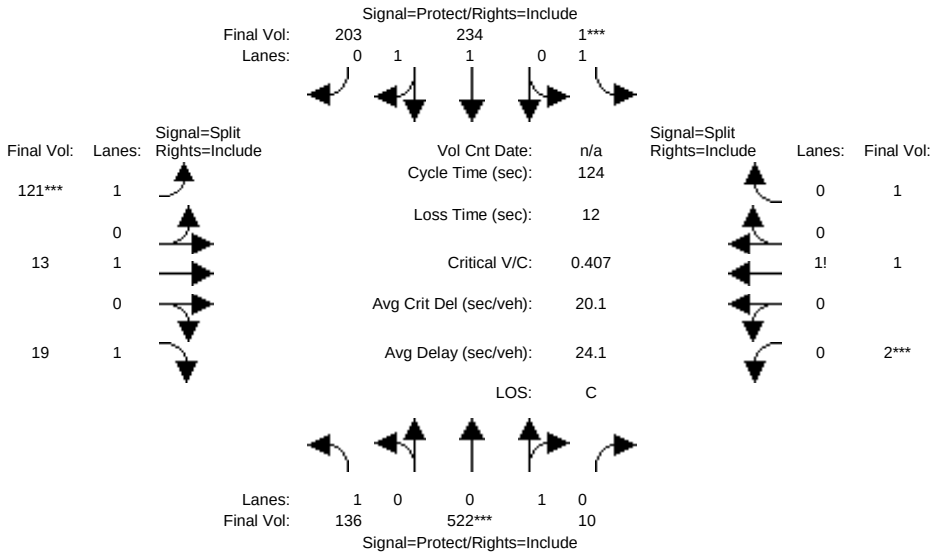

| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 864 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 864 | 10 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Initial Fut: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 865 | 10 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 865 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 865 | 10 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 0 | 116 | 4 | 0 | 6 | 20 | 587 | 126 | 117 | 865 | 10 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.43 | 0.57 | 1.00 | 2.96 | 0.04 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 4623 | 992 | 1750 | 5629 | 65 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.01 | 0.13 | 0.13 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 26.0 | 0.0 | 26.0 | 10.0 | 0.0 | 10.0 | 7.0 | 40.6 | 40.6 | 21.4 | 55.0 | 55.0 |
| Volume/Cap: | 0.31 | 0.00 | 0.28 | 0.01 | 0.00 | 0.04 | 0.18 | 0.34 | 0.34 | 0.34 | 0.31 | 0.31 |
| Delay/Veh: | 35.0 | 0.0 | 34.7 | 45.5 | 0.0 | 45.7 | 49.6 | 25.2 | 25.2 | 38.9 | 16.3 | 16.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 0.0 | 34.7 | 45.5 | 0.0 | 45.7 | 49.6 | 25.2 | 25.2 | 38.9 | 16.3 | 16.3 |
| LOS by Move: | D | A | C | D | A | D | D | C | C | D | B | B |
| HCM2kAvgQ: | 4 | 0 | 4 | 0 | 0 | 0 | 1 | 6 | 6 | 4 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

## Intersection #31: Tantau Avenue and Vallco Parkway(CUP)



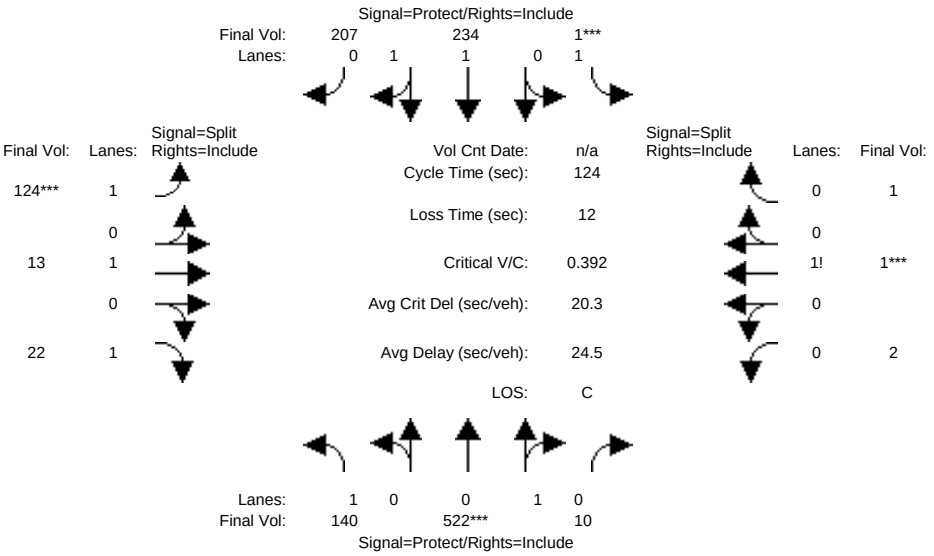

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 136 | 522 | 10 | 1 | 234 | 203 | 121 | 13 | 19 | 2 | 1 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 136 | 522 | 10 | 1 | 234 | 203 | 121 | 13 | 19 | 2 | 1 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 136 | 522 | 10 | 1 | 234 | 203 | 121 | 13 | 19 | 2 | 1 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 136 | 522 | 10 | 1 | 234 | 203 | 121 | 13 | 19 | 2 | 1 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 136 | 522 | 10 | 1 | 234 | 203 | 121 | 13 | 19 | 2 | 1 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 136 | 522 | 10 | 1 | 234 | 203 | 121 | 13 | 19 | 2 | 1 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 0.98 | 0.02 | 1.00 | 1.05 | 0.95 | 1.00 | 1.00 | 1.00 | 0.50 | 0.25 | 0.25 |
| Final Sat.: | 1750 | 1766 | 34 | 1750 | 1980 | 1718 | 1750 | 1900 | 1750 | 875 | 438 | 438 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.30 | 0.30 | 0.00 | 0.12 | 0.12 | 0.07 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | **** | | |
| Green Time: | 33.3 | 77.0 | 77.0 | 7.0 | 50.7 | 50.7 | 18.0 | 18.0 | 18.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.29 | 0.48 | 0.48 | 0.01 | 0.29 | 0.29 | 0.48 | 0.05 | 0.07 | 0.03 | 0.03 | 0.03 |
| Delay/Veh: | 36.3 | 13.0 | 13.0 | 55.3 | 24.7 | 24.7 | 50.1 | 45.7 | 45.9 | 52.6 | 52.6 | 52.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.3 | 13.0 | 13.0 | 55.3 | 24.7 | 24.7 | 50.1 | 45.7 | 45.9 | 52.6 | 52.6 | 52.6 |
| LOS by Move: | D | B | B | E | C | C | D | D | D | D | D | D |
| HCM2kAvgQ: | 4 | 11 | 11 | 0 | 5 | 5 | 5 | 0 | 1 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P AM

## Intersection #31: Tantau Avenue and Vallco Parkway(CUP)



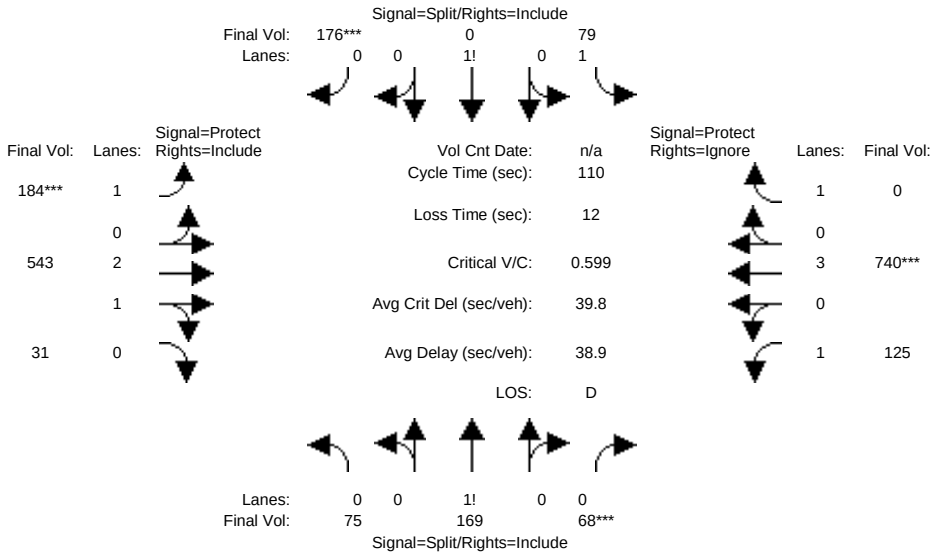

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 136 | 522 | 10 | 1 | 234 | 203 | 121 | 13 | 19 | 2 | 1 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 136 | 522 | 10 | 1 | 234 | 203 | 121 | 13 | 19 | 2 | 1 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 4 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 3 | 0 | 0 | 0 |
| Initial Fut: | 140 | 522 | 10 | 1 | 234 | 207 | 124 | 13 | 22 | 2 | 1 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 140 | 522 | 10 | 1 | 234 | 207 | 124 | 13 | 22 | 2 | 1 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 522 | 10 | 1 | 234 | 207 | 124 | 13 | 22 | 2 | 1 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 140 | 522 | 10 | 1 | 234 | 207 | 124 | 13 | 22 | 2 | 1 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.98 | 0.02 | 1.00 | 1.02 | 0.98 | 1.00 | 1.00 | 1.00 | 0.51 | 0.23 | 0.26 |
| Final Sat.: | 1750 | 1861 | 36 | 1750 | 1938 | 1715 | 1750 | 1900 | 1750 | 893 | 446 | 446 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.28 | 0.28 | 0.00 | 0.12 | 0.12 | 0.07 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 33.0 | 75.8 | 75.8 | 7.0 | 49.8 | 49.8 | 19.2 | 19.2 | 19.2 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.30 | 0.46 | 0.46 | 0.01 | 0.30 | 0.30 | 0.46 | 0.04 | 0.08 | 0.03 | 0.03 | 0.03 |
| Delay/Veh: | 36.6 | 13.3 | 13.3 | 55.3 | 25.3 | 25.3 | 48.9 | 44.7 | 45.0 | 52.6 | 52.6 | 52.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.6 | 13.3 | 13.3 | 55.3 | 25.3 | 25.3 | 48.9 | 44.7 | 45.0 | 52.6 | 52.6 | 52.6 |
| LOS by Move: | D | B | B | E | C | C | D | D | D | D | D | D |
| HCM2kAvgQ: | 4 | 11 | 11 | 0 | 6 | 6 | 5 | 0 | 1 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)




| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 75 | 169 | 68 | 79 | 0 | 176 | 184 | 543 | 31 | 125 | 740 | 315 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75 | 169 | 68 | 79 | 0 | 176 | 184 | 543 | 31 | 125 | 740 | 315 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 75 | 169 | 68 | 79 | 0 | 176 | 184 | 543 | 31 | 125 | 740 | 315 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 75 | 169 | 68 | 79 | 0 | 176 | 184 | 543 | 31 | 125 | 740 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 169 | 68 | 79 | 0 | 176 | 184 | 543 | 31 | 125 | 740 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 75 | 169 | 68 | 79 | 0 | 176 | 184 | 543 | 31 | 125 | 740 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 1.00 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.24 | 0.54 | 0.22 | 1.19 | 0.00 | 0.81 | 1.00 | 2.83 | 0.17 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 421 | 948 | 381 | 2078 | 0 | 1462 | 1750 | 5297 | 302 | 1750 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.18 | 0.04 | 0.00 | 0.12 | 0.11 | 0.10 | 0.10 | 0.07 | 0.13 | 0.00 |
| Crit Moves: | | | **** | | | **** | **** | | | | **** | |
| Green Time: | 32.7 | 32.7 | 32.7 | 22.1 | 0.0 | 22.1 | 19.3 | 25.4 | 25.4 | 17.7 | 23.8 | 0.0 |
| Volume/Cap: | 0.60 | 0.60 | 0.60 | 0.19 | 0.00 | 0.60 | 0.60 | 0.44 | 0.44 | 0.44 | 0.60 | 0.00 |
| Delay/Veh: | 34.9 | 34.9 | 34.9 | 36.6 | 0.0 | 42.3 | 45.0 | 36.5 | 36.5 | 42.8 | 39.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.9 | 34.9 | 34.9 | 36.6 | 0.0 | 42.3 | 45.0 | 36.5 | 36.5 | 42.8 | 39.6 | 0.0 |
| LOS by Move: | C | C | C | D | A | D | D | D | D | D | D | A |
| HCM2kAvgQ: | 10 | 10 | 10 | 2 | 0 | 7 | 6 | 5 | 5 | 4 | 7 | 0 |

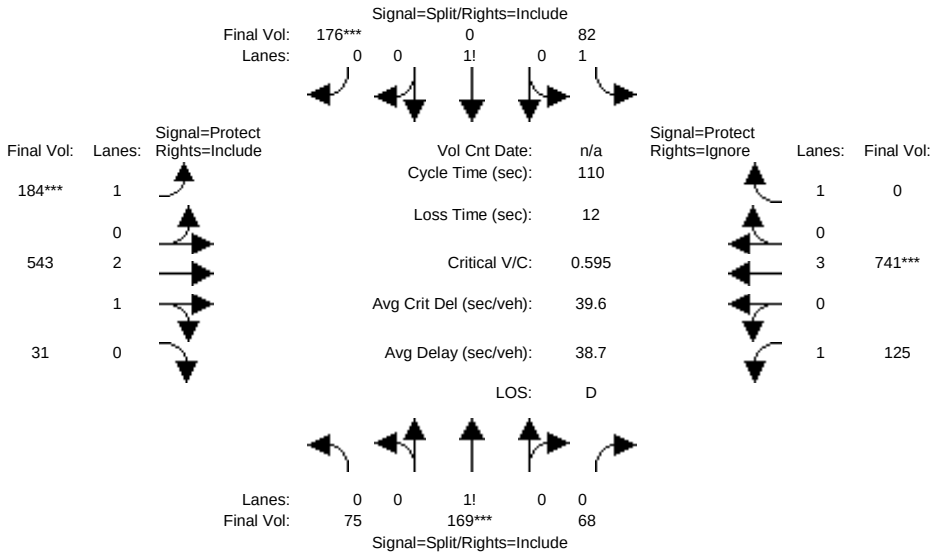
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P AM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



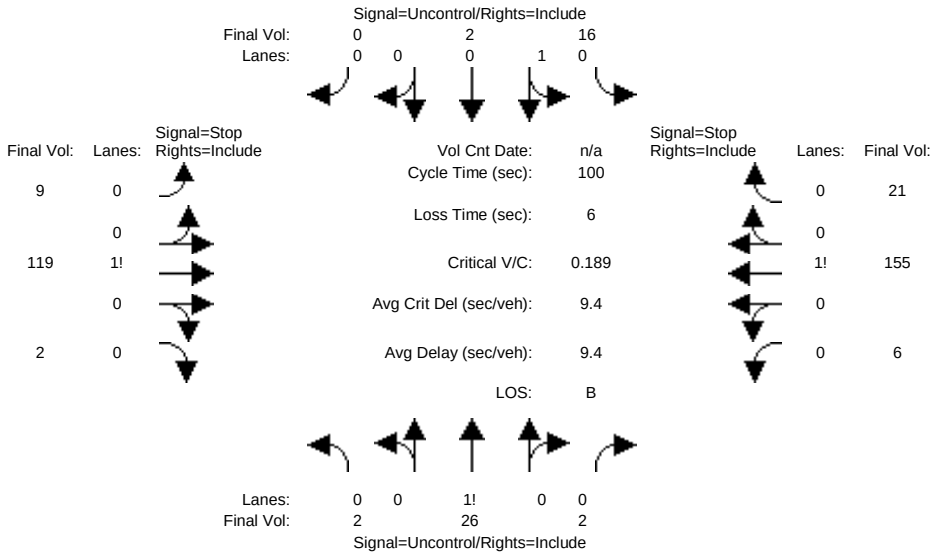

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 75 | 169 | 68 | 79 | 0 | 176 | 184 | 543 | 31 | 125 | 740 | 315 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75 | 169 | 68 | 79 | 0 | 176 | 184 | 543 | 31 | 125 | 740 | 315 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Initial Fut: | 75 | 169 | 68 | 82 | 0 | 176 | 184 | 543 | 31 | 125 | 741 | 319 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 75 | 169 | 68 | 82 | 0 | 176 | 184 | 543 | 31 | 125 | 741 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 169 | 68 | 82 | 0 | 176 | 184 | 543 | 31 | 125 | 741 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 75 | 169 | 68 | 82 | 0 | 176 | 184 | 543 | 31 | 125 | 741 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.25 | 0.52 | 0.23 | 1.19 | 0.00 | 0.81 | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 439 | 990 | 398 | 2081 | 0 | 1419 | 1750 | 5367 | 306 | 1750 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | 0.04 | 0.00 | 0.12 | 0.11 | 0.10 | 0.10 | 0.07 | 0.13 | 0.00 |
| Crit Moves: | | **** | | | | **** | **** | | | | **** | |
| Green Time: | 31.6 | 31.6 | 31.6 | 22.9 | 0.0 | 22.9 | 19.4 | 25.5 | 25.5 | 18.0 | 24.0 | 0.0 |
| Volume/Cap: | 0.59 | 0.59 | 0.59 | 0.19 | 0.00 | 0.59 | 0.59 | 0.44 | 0.44 | 0.44 | 0.59 | 0.00 |
| Delay/Veh: | 35.6 | 35.6 | 35.6 | 35.9 | 0.0 | 41.6 | 44.8 | 36.3 | 36.3 | 42.5 | 39.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.6 | 35.6 | 35.6 | 35.9 | 0.0 | 41.6 | 44.8 | 36.3 | 36.3 | 42.5 | 39.4 | 0.0 |
| LOS by Move: | D | D | D | D | A | D | D | D | D | D | D | A |
| HCM2kAvgQ: | 10 | 10 | 10 | 2 | 0 | 7 | 6 | 5 | 5 | 4 | 7 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

## Intersection #501: Finch Road and Vallco Pkwy (CUP)




| Street Name: | Finch Road | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 119 | 2 | 6 | 155 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 119 | 2 | 6 | 155 | 21 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 119 | 2 | 6 | 155 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 119 | 2 | 6 | 155 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 119 | 2 | 6 | 155 | 21 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 2 | xxxx | xxxxx | 28 | xxxx | xxxxx | 153 | 66 | 2 | 126 | 65 | 27 |
| Potent Cap.: | 1634 | xxxx | xxxxx | 1599 | xxxx | xxxxx | 819 | 829 | 1088 | 853 | 830 | 1054 |
| Move Cap.: | 1634 | xxxx | xxxxx | 1599 | xxxx | xxxxx | 680 | 819 | 1088 | 750 | 820 | 1054 |
| Volume/Cap: | 0.00 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.01 | 0.15 | 0.00 | 0.01 | 0.19 | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 7.2 | xxxx | xxxxx | 7.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 811 | xxxxx | xxxx | 839 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxxx | 0.6 | xxxxx | xxxxx | 0.8 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | 7.3 | xxxx | xxxxx | xxxxx | 10.3 | xxxxx | xxxxx | 10.5 | xxxxx |
| Shared LOS: | * | * | * | A | * | * | * | B | * | * | B | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.3 | | | 10.5 | | |
| ApproachLOS: | * | | | * | | | B | | | B | | |

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

**********

Intersection #501 Finch Road and Vallco Pkwy (CUP)

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 119 | 2 | 6 | 155 | 21 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.3 | | | 10.5 | | |

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=130]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=360]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

---

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=182]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=360]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #501 Finch Road and Vallco Pkwy (CUP)

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 119 | 2 | 6 | 155 | 21 |

Major Street Volume: 48
Minor Approach Volume: 182
Minor Approach Volume Threshold: 1029

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SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

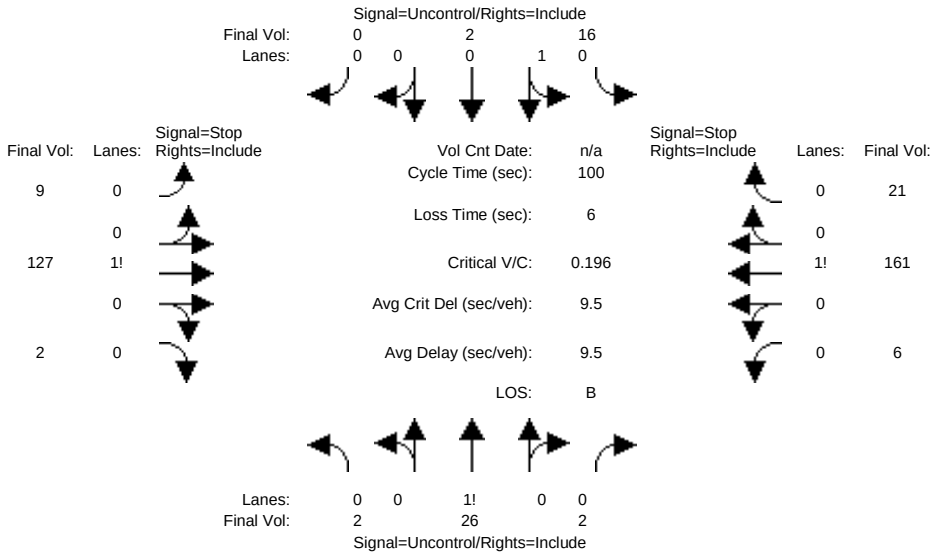
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P AM

## Intersection #501: Finch Road and Vallco Pkwy (CUP)




| Street Name: | Finch Road | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 119 | 2 | 6 | 155 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 119 | 2 | 6 | 155 | 21 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 6 | 0 |
| Initial Fut: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 127 | 2 | 6 | 161 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 127 | 2 | 6 | 161 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 127 | 2 | 6 | 161 | 21 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | 2 | xxxx | xxxxx | 28 | xxxx | xxxxx | 156 | 66 | 2 | 130 | 65 | 27 |
| Potent Cap.: | 1634 | xxxx | xxxxx | 1599 | xxxx | xxxxx | 815 | 829 | 1088 | 848 | 830 | 1054 |
| Move Cap.: | 1634 | xxxx | xxxxx | 1599 | xxxx | xxxxx | 672 | 819 | 1088 | 739 | 820 | 1054 |
| Volume/Cap: | 0.00 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.01 | 0.16 | 0.00 | 0.01 | 0.20 | 0.02 |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 7.2 | xxxx | xxxxx | 7.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 811 | xxxxx | xxxx | 838 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxxx | 0.6 | xxxxx | xxxxx | 0.9 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | 7.3 | xxxx | xxxxx | xxxxx | 10.4 | xxxxx | xxxxx | 10.5 | xxxxx |
| Shared LOS: | * | * | * | A | * | * | * | B | * | * | B | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.4 | | | 10.5 | | |
| ApproachLOS: | * | | | * | | | B | | | B | | |

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

**********

Intersection #501 Finch Road and Vallco Pkwy (CUP)

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 127 | 2 | 6 | 161 | 21 |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.4 | | | 10.5 | | |

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=374]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

---

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=188]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=374]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

**********

Intersection #501 Finch Road and Vallco Pkwy (CUP)

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lanes: | 0 0 | 1! 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Initial Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 127 | 2 | 6 | 161 | 21 |

Major Street Volume: 48
Minor Approach Volume: 188
Minor Approach Volume Threshold: 1029

---

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

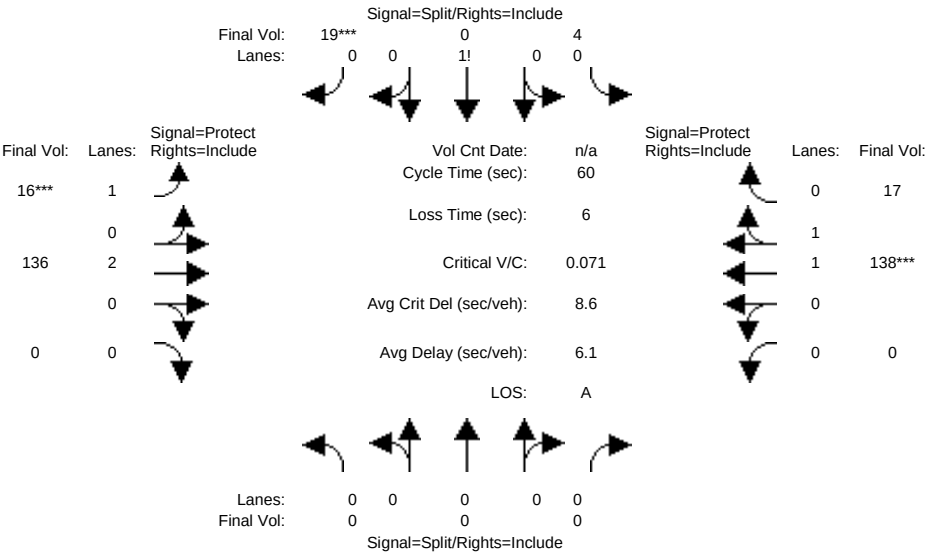
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

## Intersection #504: Perimeter Rd & Vallco Pkwy



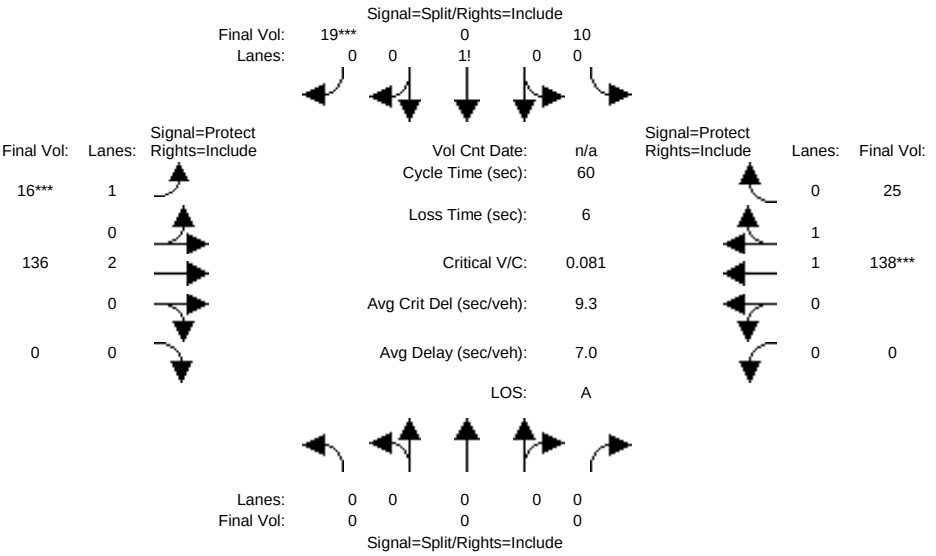

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 17 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.83 | 1.00 | 2.00 | 0.00 | 0.00 | 1.77 | 0.23 |
| Final Sat.: | 0 | 0 | 0 | 304 | 0 | 1446 | 1750 | 3800 | 0 | 0 | 3294 | 406 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 11.1 | 7.7 | 42.9 | 0.0 | 0.0 | 35.2 | 35.2 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.07 | 0.05 | 0.00 | 0.00 | 0.07 | 0.07 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 20.3 | 23.1 | 2.5 | 0.0 | 0.0 | 5.3 | 5.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 20.3 | 23.1 | 2.5 | 0.0 | 0.0 | 5.3 | 5.3 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P AM

## Intersection #504: Perimeter Rd & Vallco Pkwy



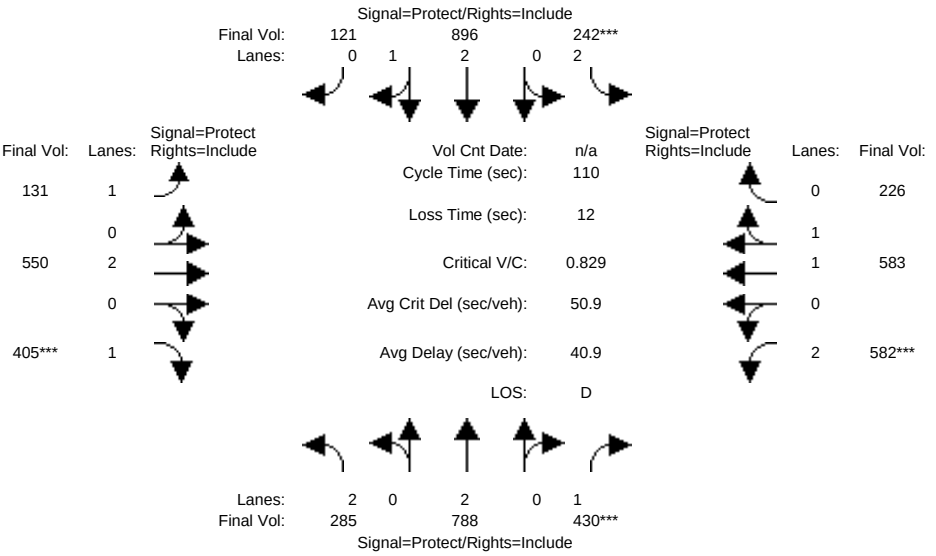

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 136 | 0 | 0 | 138 | 25 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.88 | 1.00 | 0.92 | 0.92 | 0.98 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.66 | 1.00 | 2.00 | 0.00 | 0.00 | 1.67 | 0.33 |
| Final Sat.: | 0 | 0 | 0 | 541 | 0 | 1028 | 1663 | 3800 | 0 | 0 | 3102 | 562 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 13.8 | 0.0 | 13.8 | 7.2 | 40.2 | 0.0 | 0.0 | 33.1 | 33.1 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.08 | 0.08 | 0.05 | 0.00 | 0.00 | 0.08 | 0.08 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.3 | 0.0 | 18.3 | 23.7 | 3.4 | 0.0 | 0.0 | 6.3 | 6.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.3 | 0.0 | 18.3 | 23.7 | 3.4 | 0.0 | 0.0 | 6.3 | 6.3 |
| LOS by Move: | A | A | A | B | A | B | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



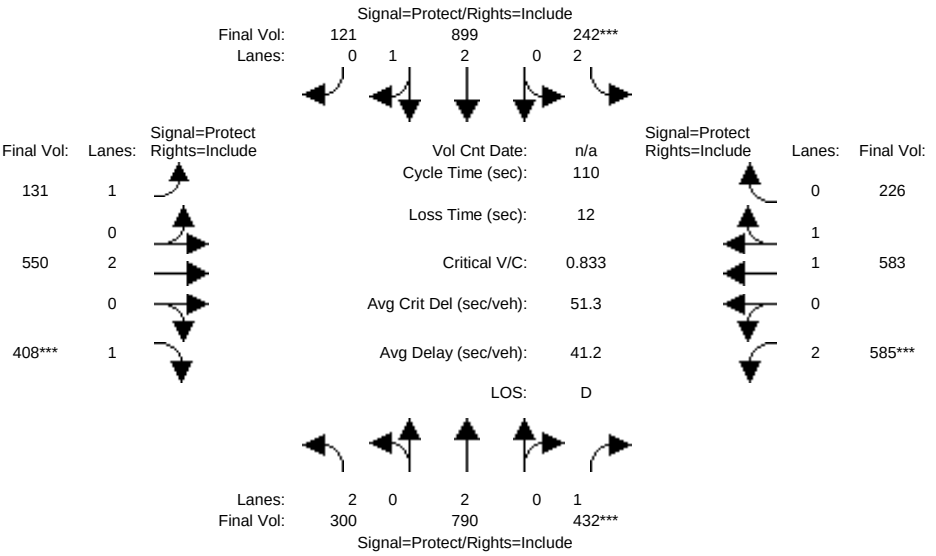

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| Added Vol: | 17 | 9 | 38 | 44 | 81 | 0 | 0 | 103 | 148 | 161 | 7 | 5 |
| App+Div: | 4 | -47 | 199 | 57 | 41 | 4 | 5 | -16 | 76 | 164 | 31 | 112 |
| Initial Fut: | 285 | 788 | 430 | 242 | 896 | 121 | 131 | 550 | 405 | 582 | 583 | 226 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 285 | 788 | 430 | 242 | 896 | 121 | 131 | 550 | 405 | 582 | 583 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 285 | 788 | 430 | 242 | 896 | 121 | 131 | 550 | 405 | 582 | 583 | 226 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 285 | 788 | 430 | 242 | 896 | 121 | 131 | 550 | 405 | 582 | 583 | 226 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.62 | 0.38 | 1.00 | 2.00 | 1.00 | 2.00 | 1.41 | 0.59 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4971 | 671 | 1750 | 3800 | 1750 | 3150 | 2674 | 1037 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.21 | 0.25 | 0.08 | 0.18 | 0.18 | 0.07 | 0.14 | 0.23 | 0.18 | 0.22 | 0.22 |
| Crit Moves: | | | **** | **** | | | | | **** | **** | | |
| Green Time: | 14.3 | 32.6 | 32.6 | 10.2 | 28.5 | 28.5 | 14.1 | 30.7 | 30.7 | 24.5 | 41.1 | 41.1 |
| Volume/Cap: | 0.70 | 0.70 | 0.83 | 0.83 | 0.70 | 0.70 | 0.58 | 0.52 | 0.83 | 0.83 | 0.58 | 0.58 |
| Uniform Del: | 45.8 | 34.4 | 36.1 | 49.0 | 36.8 | 36.8 | 45.2 | 33.4 | 37.2 | 40.7 | 27.6 | 27.6 |
| IncremntDel: | 5.2 | 2.0 | 10.7 | 17.7 | 1.5 | 1.5 | 3.9 | 0.5 | 11.3 | 8.2 | 0.6 | 0.6 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 50.9 | 36.3 | 46.8 | 66.7 | 38.3 | 38.3 | 49.1 | 33.9 | 48.5 | 48.9 | 28.2 | 28.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.9 | 36.3 | 46.8 | 66.7 | 38.3 | 38.3 | 49.1 | 33.9 | 48.5 | 48.9 | 28.2 | 28.2 |
| LOS by Move: | D | D | D | E | D | D | D | C | D | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 14 | 5 | 10 | 10 | 4 | 7 | 14 | 12 | 11 | 11 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



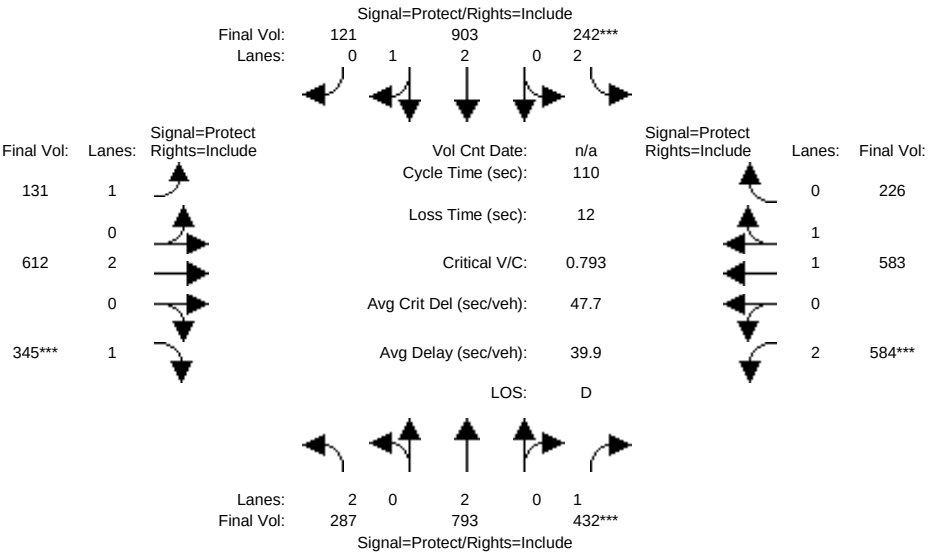

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 281 | 779 | 392 | 198 | 815 | 121 | 131 | 447 | 257 | 421 | 576 | 221 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 281 | 779 | 392 | 198 | 815 | 121 | 131 | 447 | 257 | 421 | 576 | 221 |
| Added Vol: | 17 | 9 | 38 | 44 | 81 | 0 | 0 | 103 | 148 | 161 | 7 | 5 |
| Hyatt: | 2 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Initial Fut: | 300 | 790 | 432 | 242 | 899 | 121 | 131 | 550 | 408 | 585 | 583 | 226 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 300 | 790 | 432 | 242 | 899 | 121 | 131 | 550 | 408 | 585 | 583 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 300 | 790 | 432 | 242 | 899 | 121 | 131 | 550 | 408 | 585 | 583 | 226 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 300 | 790 | 432 | 242 | 899 | 121 | 131 | 550 | 408 | 585 | 583 | 226 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.62 | 0.38 | 1.00 | 2.00 | 1.00 | 2.00 | 1.41 | 0.59 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4973 | 669 | 1750 | 3800 | 1750 | 3150 | 2674 | 1037 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.21 | 0.25 | 0.08 | 0.18 | 0.18 | 0.07 | 0.14 | 0.23 | 0.19 | 0.22 | 0.22 |
| Crit Moves: | | | **** | **** | | | | | **** | **** | | |
| Green Time: | 14.7 | 32.6 | 32.6 | 10.1 | 28.0 | 28.0 | 14.1 | 30.8 | 30.8 | 24.5 | 41.1 | 41.1 |
| Volume/Cap: | 0.71 | 0.70 | 0.83 | 0.83 | 0.71 | 0.71 | 0.58 | 0.52 | 0.83 | 0.83 | 0.58 | 0.58 |
| Uniform Del: | 45.6 | 34.4 | 36.2 | 49.1 | 37.3 | 37.3 | 45.2 | 33.4 | 37.2 | 40.8 | 27.6 | 27.6 |
| IncremntDel: | 5.6 | 2.0 | 11.1 | 18.3 | 1.7 | 1.7 | 3.9 | 0.4 | 11.7 | 8.5 | 0.6 | 0.6 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 51.2 | 36.4 | 47.3 | 67.4 | 39.0 | 39.0 | 49.0 | 33.8 | 48.9 | 49.3 | 28.2 | 28.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.2 | 36.4 | 47.3 | 67.4 | 39.0 | 39.0 | 49.0 | 33.8 | 48.9 | 49.3 | 28.2 | 28.2 |
| LOS by Move: | D | D | D | E | D | D | D | C | D | D | C | C |
| HCM2kAvgQ: | 6 | 11 | 15 | 5 | 10 | 10 | 4 | 7 | 14 | 12 | 11 | 11 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



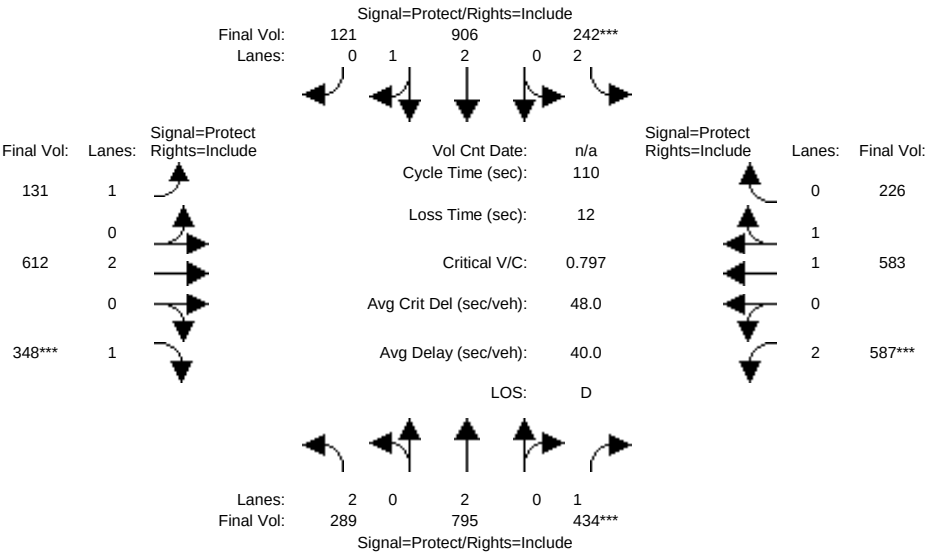

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 264 | 826 | 193 | 141 | 774 | 117 | 126 | 463 | 181 | 257 | 545 | 109 |
| Added Vol: | 17 | 9 | 38 | 44 | 81 | 0 | 0 | 103 | 148 | 161 | 7 | 5 |
| A+P+D: | 6 | -42 | 201 | 57 | 48 | 4 | 5 | 46 | 16 | 166 | 31 | 112 |
| Initial Fut: | 287 | 793 | 432 | 242 | 903 | 121 | 131 | 612 | 345 | 584 | 583 | 226 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 287 | 793 | 432 | 242 | 903 | 121 | 131 | 612 | 345 | 584 | 583 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 287 | 793 | 432 | 242 | 903 | 121 | 131 | 612 | 345 | 584 | 583 | 226 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 287 | 793 | 432 | 242 | 903 | 121 | 131 | 612 | 345 | 584 | 583 | 226 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.62 | 0.38 | 1.00 | 2.00 | 1.00 | 2.00 | 1.41 | 0.59 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4976 | 667 | 1750 | 3800 | 1750 | 3150 | 2674 | 1037 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.21 | 0.25 | 0.08 | 0.18 | 0.18 | 0.07 | 0.16 | 0.20 | 0.19 | 0.22 | 0.22 |
| Crit Moves: | | | **** | **** | | | | | **** | **** | | |
| Green Time: | 15.0 | 34.3 | 34.3 | 10.7 | 29.9 | 29.9 | 13.6 | 27.4 | 27.4 | 25.7 | 39.5 | 39.5 |
| Volume/Cap: | 0.67 | 0.67 | 0.79 | 0.79 | 0.67 | 0.67 | 0.61 | 0.65 | 0.79 | 0.79 | 0.61 | 0.61 |
| Delay/Veh: | 49.1 | 34.5 | 42.4 | 61.8 | 36.8 | 36.8 | 50.6 | 38.6 | 48.3 | 45.5 | 29.7 | 29.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.1 | 34.5 | 42.4 | 61.8 | 36.8 | 36.8 | 50.6 | 38.6 | 48.3 | 45.5 | 29.7 | 29.7 |
| LOS by Move: | D | C | D | E | D | D | D | D | D | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 14 | 5 | 10 | 10 | 4 | 9 | 12 | 11 | 11 | 11 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #18: Wolfe Road and Homestead Road (CUP)




| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 270 | 784 | 394 | 198 | 822 | 121 | 131 | 509 | 197 | 423 | 576 | 221 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 270 | 784 | 394 | 198 | 822 | 121 | 131 | 509 | 197 | 423 | 576 | 221 |
| Added Vol: | 17 | 9 | 38 | 44 | 81 | 0 | 0 | 103 | 148 | 161 | 7 | 5 |
| Hyatt: | 2 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Initial Fut: | 289 | 795 | 434 | 242 | 906 | 121 | 131 | 612 | 348 | 587 | 583 | 226 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 289 | 795 | 434 | 242 | 906 | 121 | 131 | 612 | 348 | 587 | 583 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 289 | 795 | 434 | 242 | 906 | 121 | 131 | 612 | 348 | 587 | 583 | 226 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 289 | 795 | 434 | 242 | 906 | 121 | 131 | 612 | 348 | 587 | 583 | 226 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.62 | 0.38 | 1.00 | 2.00 | 1.00 | 2.00 | 1.41 | 0.59 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4978 | 665 | 1750 | 3800 | 1750 | 3150 | 2674 | 1037 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.21 | 0.25 | 0.08 | 0.18 | 0.18 | 0.07 | 0.16 | 0.20 | 0.19 | 0.22 | 0.22 |
| Crit Moves: | | | **** | **** | | | | | **** | **** | | |
| Green Time: | 15.0 | 34.2 | 34.2 | 10.6 | 29.8 | 29.8 | 13.6 | 27.4 | 27.4 | 25.7 | 39.6 | 39.6 |
| Volume/Cap: | 0.67 | 0.67 | 0.80 | 0.80 | 0.67 | 0.67 | 0.61 | 0.65 | 0.80 | 0.80 | 0.61 | 0.61 |
| Delay/Veh: | 49.3 | 34.5 | 42.8 | 62.3 | 36.9 | 36.9 | 50.5 | 38.5 | 48.5 | 45.8 | 29.6 | 29.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.3 | 34.5 | 42.8 | 62.3 | 36.9 | 36.9 | 50.5 | 38.5 | 48.5 | 45.8 | 29.6 | 29.6 |
| LOS by Move: | D | C | D | E | D | D | D | D | D | D | C | C |
| HCM2kAvgQ: | 5 | 11 | 14 | 5 | 10 | 10 | 4 | 9 | 12 | 11 | 11 | 11 |

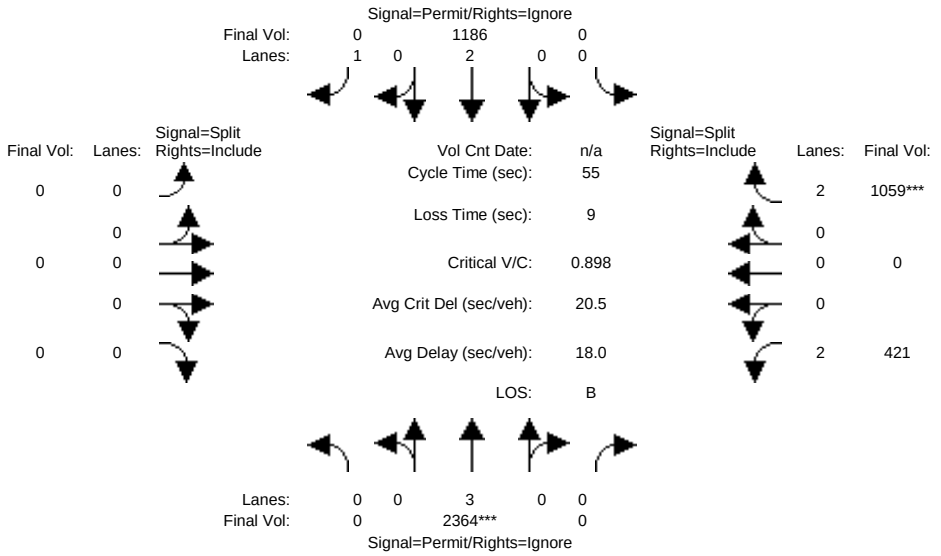
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)



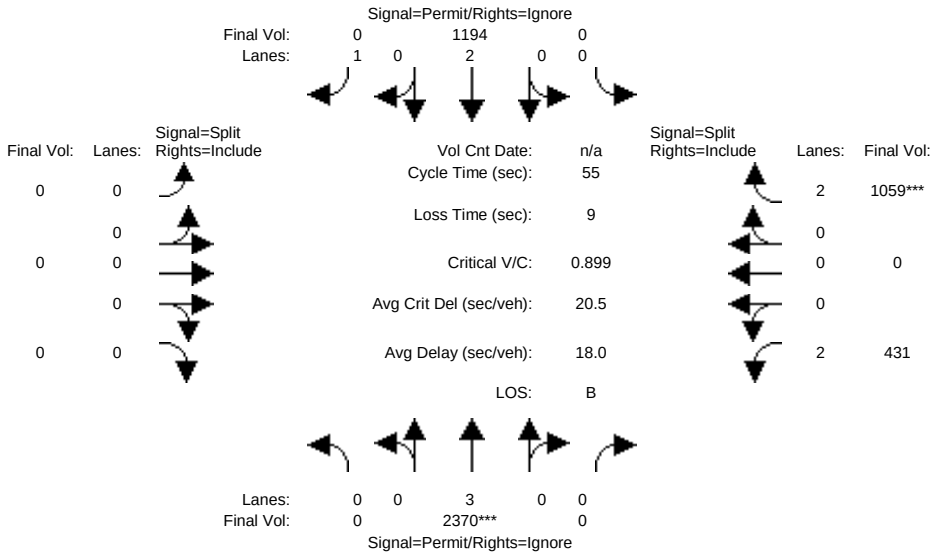

| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1554 | 364 | 0 | 1102 | 482 | 0 | 0 | 0 | 415 | 0 | 683 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1554 | 364 | 0 | 1102 | 482 | 0 | 0 | 0 | 415 | 0 | 683 |
| Added Vol: | 0 | 810 | 48 | 0 | 84 | 86 | 0 | 0 | 0 | 6 | 0 | 376 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2364 | 412 | 0 | 1186 | 568 | 0 | 0 | 0 | 421 | 0 | 1059 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2364 | 0 | 0 | 1186 | 0 | 0 | 0 | 0 | 421 | 0 | 1059 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2364 | 0 | 0 | 1186 | 0 | 0 | 0 | 0 | 421 | 0 | 1059 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2364 | 0 | 0 | 1186 | 0 | 0 | 0 | 0 | 421 | 0 | 1059 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.34 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 0.0 | 25.4 | 0.0 | 0.0 | 25.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20.6 | 0.0 | 20.6 |
| Volume/Cap: | 0.00 | 0.90 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.90 |
| Uniform Del: | 0.0 | 13.6 | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12.4 | 0.0 | 16.2 |
| IncremntDel: | 0.0 | 4.6 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 9.3 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 18.2 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12.6 | 0.0 | 25.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 18.2 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12.6 | 0.0 | 25.5 |
| LOS by Move: | A | B | A | A | B | A | A | A | A | B | A | C |
| HCM2kAvgQ: | 0 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 15 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)



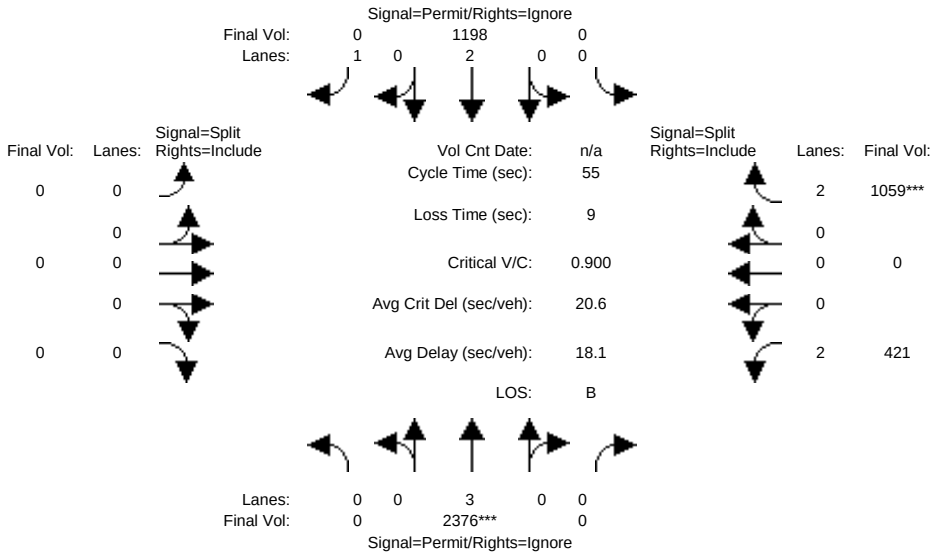

| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1554 | 364 | 0 | 1102 | 482 | 0 | 0 | 0 | 415 | 0 | 683 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1554 | 364 | 0 | 1102 | 482 | 0 | 0 | 0 | 415 | 0 | 683 |
| Added Vol: | 0 | 810 | 48 | 0 | 84 | 86 | 0 | 0 | 0 | 6 | 0 | 376 |
| Hyatt: | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Initial Fut: | 0 | 2370 | 412 | 0 | 1194 | 568 | 0 | 0 | 0 | 431 | 0 | 1059 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2370 | 0 | 0 | 1194 | 0 | 0 | 0 | 0 | 431 | 0 | 1059 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2370 | 0 | 0 | 1194 | 0 | 0 | 0 | 0 | 431 | 0 | 1059 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2370 | 0 | 0 | 1194 | 0 | 0 | 0 | 0 | 431 | 0 | 1059 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.34 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 0.0 | 25.4 | 0.0 | 0.0 | 25.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20.6 | 0.0 | 20.6 |
| Volume/Cap: | 0.00 | 0.90 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.90 |
| Uniform Del: | 0.0 | 13.6 | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 16.2 |
| IncremntDel: | 0.0 | 4.6 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 9.5 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 18.2 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 25.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 18.2 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 25.7 |
| LOS by Move: | A | B | A | A | B | A | A | A | A | B | A | C |
| HCM2kAvgQ: | 0 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 15 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)



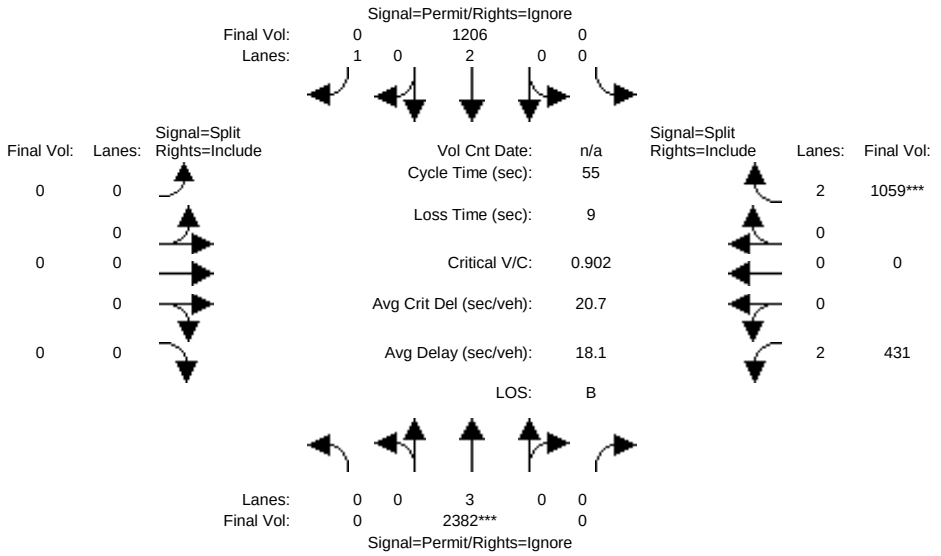

| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1566 | 426 | 0 | 1114 | 482 | 0 | 0 | 0 | 415 | 0 | 683 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1566 | 426 | 0 | 1114 | 482 | 0 | 0 | 0 | 415 | 0 | 683 |
| Added Vol: | 0 | 810 | 48 | 0 | 84 | 86 | 0 | 0 | 0 | 6 | 0 | 376 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2376 | 474 | 0 | 1198 | 568 | 0 | 0 | 0 | 421 | 0 | 1059 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2376 | 0 | 0 | 1198 | 0 | 0 | 0 | 0 | 421 | 0 | 1059 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2376 | 0 | 0 | 1198 | 0 | 0 | 0 | 0 | 421 | 0 | 1059 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2376 | 0 | 0 | 1198 | 0 | 0 | 0 | 0 | 421 | 0 | 1059 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.34 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 0.0 | 25.5 | 0.0 | 0.0 | 25.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 20.5 |
| Volume/Cap: | 0.00 | 0.90 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.90 |
| Delay/Veh: | 0.0 | 18.3 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 25.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 18.3 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 25.8 |
| LOS by Move: | A | B | A | A | B | A | A | A | A | B | A | C |
| HCM2kAvgQ: | 0 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 15 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)




| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1566 | 426 | 0 | 1114 | 482 | 0 | 0 | 0 | 415 | 0 | 683 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1566 | 426 | 0 | 1114 | 482 | 0 | 0 | 0 | 415 | 0 | 683 |
| Added Vol: | 0 | 810 | 48 | 0 | 84 | 86 | 0 | 0 | 0 | 6 | 0 | 376 |
| Hyatt: | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Initial Fut: | 0 | 2382 | 474 | 0 | 1206 | 568 | 0 | 0 | 0 | 431 | 0 | 1059 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2382 | 0 | 0 | 1206 | 0 | 0 | 0 | 0 | 431 | 0 | 1059 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2382 | 0 | 0 | 1206 | 0 | 0 | 0 | 0 | 431 | 0 | 1059 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2382 | 0 | 0 | 1206 | 0 | 0 | 0 | 0 | 431 | 0 | 1059 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.34 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green Time: | 0.0 | 25.5 | 0.0 | 0.0 | 25.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 20.5 |
| Volume/Cap: | 0.00 | 0.90 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.90 |
| Delay/Veh: | 0.0 | 18.3 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 26.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 18.3 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 26.0 |
| LOS by Move: | A | B | A | A | B | A | A | A | A | B | A | C |
| HCM2kAvgQ: | 0 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 15 |

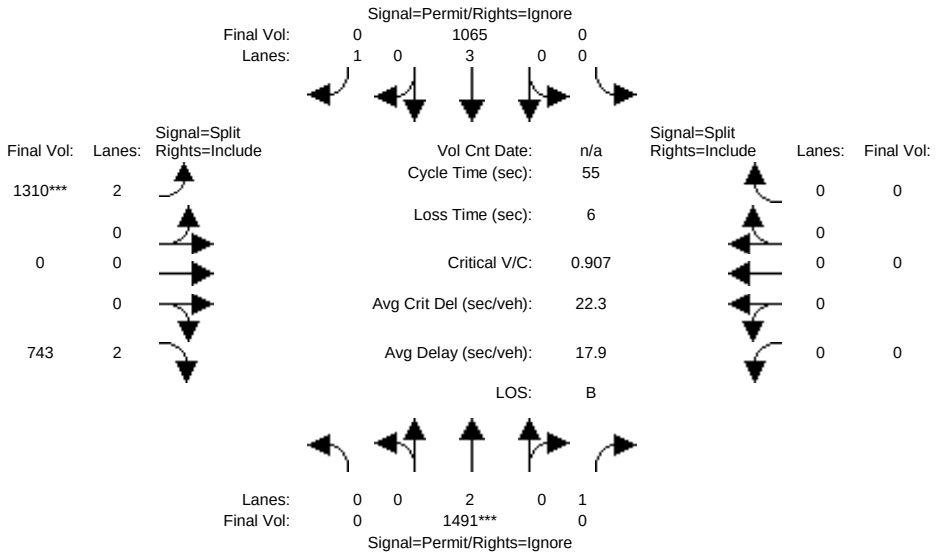
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



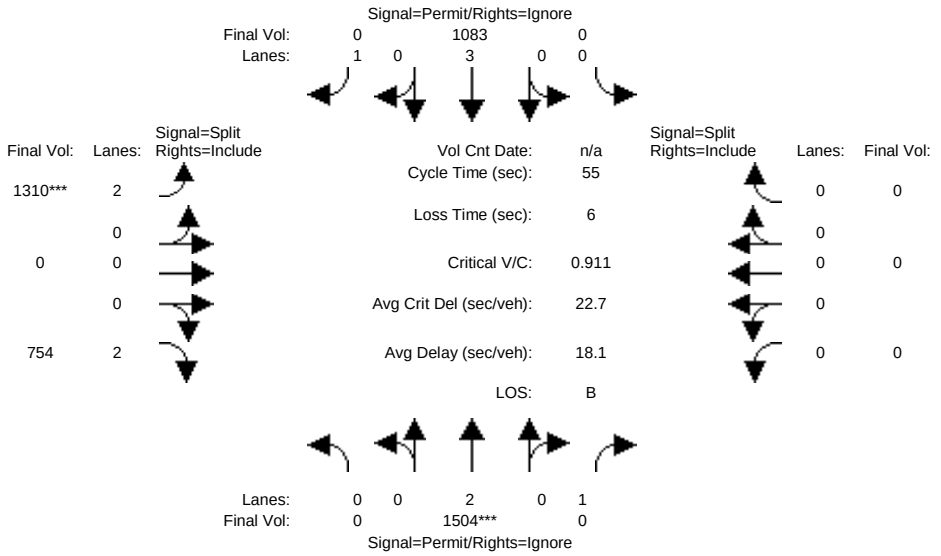

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1217 | 467 | 0 | 1036 | 485 | 726 | 0 | 477 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1217 | 467 | 0 | 1036 | 485 | 726 | 0 | 477 | 0 | 0 | 0 |
| Added Vol: | 0 | 274 | 6 | 0 | 29 | 61 | 584 | 0 | 266 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1491 | 473 | 0 | 1065 | 546 | 1310 | 0 | 743 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1491 | 0 | 0 | 1065 | 0 | 1310 | 0 | 743 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1491 | 0 | 0 | 1065 | 0 | 1310 | 0 | 743 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1491 | 0 | 0 | 1065 | 0 | 1310 | 0 | 743 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.00 | 0.00 | 0.19 | 0.00 | 0.42 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 23.8 | 0.0 | 0.0 | 23.8 | 0.0 | 25.2 | 0.0 | 25.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.91 | 0.00 | 0.00 | 0.43 | 0.00 | 0.91 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 14.6 | 0.0 | 0.0 | 10.9 | 0.0 | 13.8 | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 7.7 | 0.0 | 0.0 | 0.1 | 0.0 | 8.6 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 22.3 | 0.0 | 0.0 | 11.0 | 0.0 | 22.4 | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 22.3 | 0.0 | 0.0 | 11.0 | 0.0 | 22.4 | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | B | A | C | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 13 | 0 | 0 | 4 | 0 | 17 | 0 | 6 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



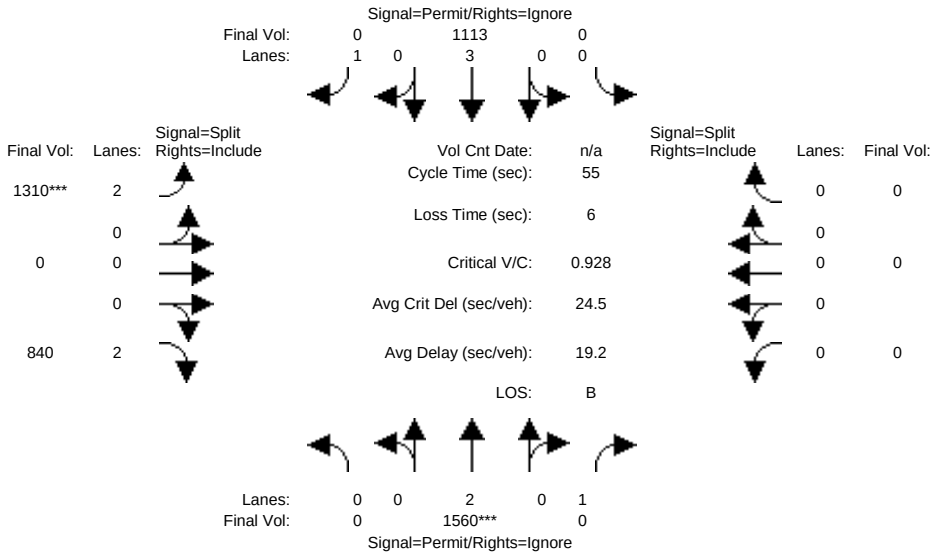

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1217 | 467 | 0 | 1036 | 485 | 726 | 0 | 477 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1217 | 467 | 0 | 1036 | 485 | 726 | 0 | 477 | 0 | 0 | 0 |
| Added Vol: | 0 | 274 | 6 | 0 | 29 | 61 | 584 | 0 | 266 | 0 | 0 | 0 |
| Hyatt: | 0 | 13 | 7 | 0 | 18 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1504 | 480 | 0 | 1083 | 546 | 1310 | 0 | 754 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1504 | 0 | 0 | 1083 | 0 | 1310 | 0 | 754 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1504 | 0 | 0 | 1083 | 0 | 1310 | 0 | 754 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1504 | 0 | 0 | 1083 | 0 | 1310 | 0 | 754 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | 0.00 | 0.19 | 0.00 | 0.42 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 23.9 | 0.0 | 0.0 | 23.9 | 0.0 | 25.1 | 0.0 | 25.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.91 | 0.00 | 0.00 | 0.44 | 0.00 | 0.91 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 14.6 | 0.0 | 0.0 | 10.9 | 0.0 | 13.9 | 0.0 | 10.7 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 8.0 | 0.0 | 0.0 | 0.1 | 0.0 | 9.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 22.5 | 0.0 | 0.0 | 11.0 | 0.0 | 22.9 | 0.0 | 11.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 22.5 | 0.0 | 0.0 | 11.0 | 0.0 | 22.9 | 0.0 | 11.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | B | A | C | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 13 | 0 | 0 | 4 | 0 | 17 | 0 | 6 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)




| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1286 | 490 | 0 | 1084 | 485 | 726 | 0 | 574 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1286 | 490 | 0 | 1084 | 485 | 726 | 0 | 574 | 0 | 0 | 0 |
| Added Vol: | 0 | 274 | 6 | 0 | 29 | 61 | 584 | 0 | 266 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1560 | 496 | 0 | 1113 | 546 | 1310 | 0 | 840 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1560 | 0 | 0 | 1113 | 0 | 1310 | 0 | 840 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1560 | 0 | 0 | 1113 | 0 | 1310 | 0 | 840 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1560 | 0 | 0 | 1113 | 0 | 1310 | 0 | 840 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.00 | 0.00 | 0.20 | 0.00 | 0.42 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 24.3 | 0.0 | 0.0 | 24.3 | 0.0 | 24.7 | 0.0 | 24.7 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.93 | 0.00 | 0.00 | 0.44 | 0.00 | 0.93 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 23.9 | 0.0 | 0.0 | 10.7 | 0.0 | 25.2 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 23.9 | 0.0 | 0.0 | 10.7 | 0.0 | 25.2 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | B | A | C | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 14 | 0 | 0 | 4 | 0 | 18 | 0 | 7 | 0 | 0 | 0 |

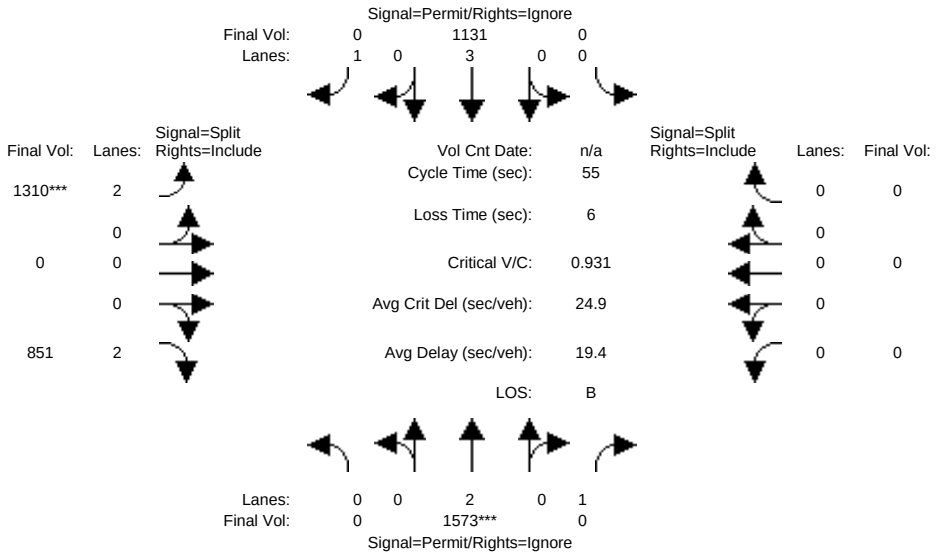
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



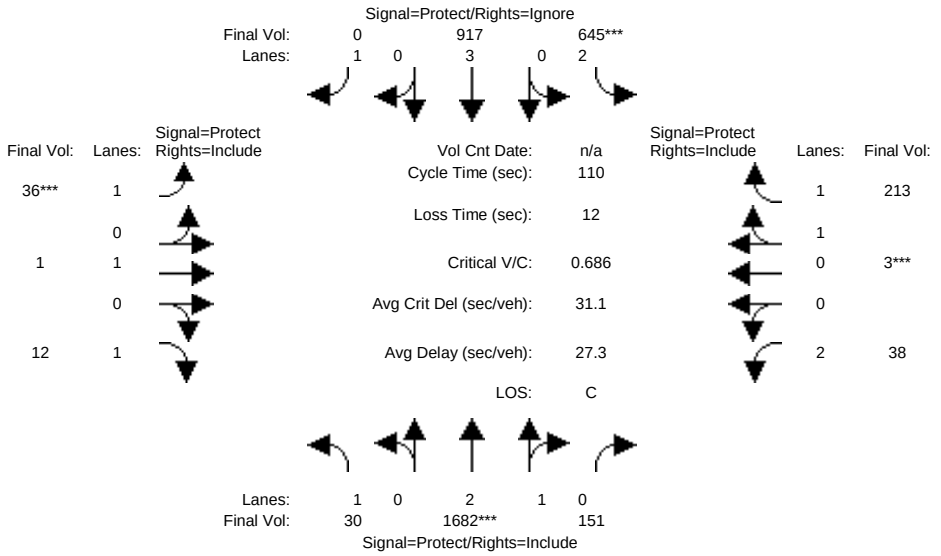

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1286 | 490 | 0 | 1084 | 485 | 726 | 0 | 574 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1286 | 490 | 0 | 1084 | 485 | 726 | 0 | 574 | 0 | 0 | 0 |
| Added Vol: | 0 | 274 | 6 | 0 | 29 | 61 | 584 | 0 | 266 | 0 | 0 | 0 |
| Hyatt: | 0 | 13 | 7 | 0 | 18 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1573 | 503 | 0 | 1131 | 546 | 1310 | 0 | 851 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1573 | 0 | 0 | 1131 | 0 | 1310 | 0 | 851 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1573 | 0 | 0 | 1131 | 0 | 1310 | 0 | 851 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1573 | 0 | 0 | 1131 | 0 | 1310 | 0 | 851 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.00 | 0.00 | 0.20 | 0.00 | 0.42 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 24.4 | 0.0 | 0.0 | 24.4 | 0.0 | 24.6 | 0.0 | 24.6 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.93 | 0.00 | 0.00 | 0.45 | 0.00 | 0.93 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 24.3 | 0.0 | 0.0 | 10.7 | 0.0 | 25.7 | 0.0 | 12.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 24.3 | 0.0 | 0.0 | 10.7 | 0.0 | 25.7 | 0.0 | 12.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | B | A | C | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 14 | 0 | 0 | 4 | 0 | 18 | 0 | 7 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)



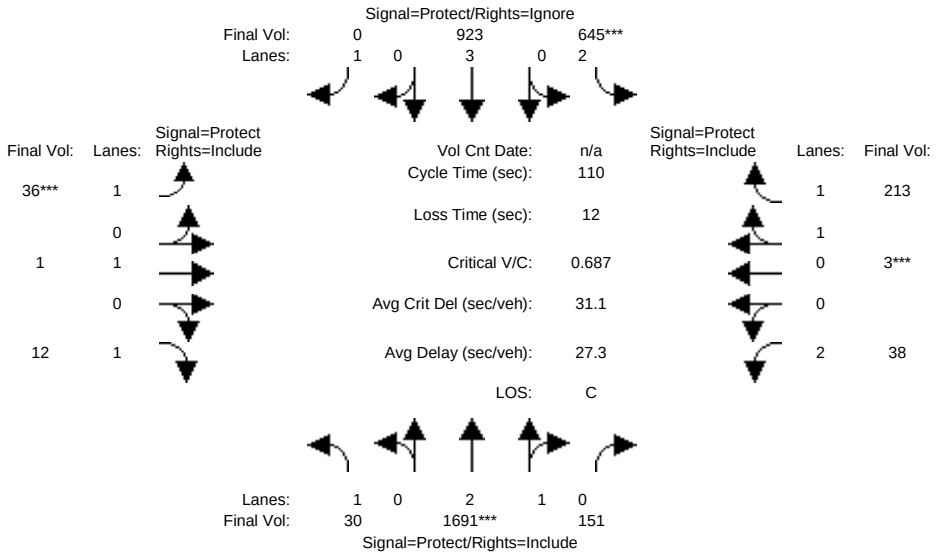

| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 30 | 1456 | 151 | 373 | 894 | 74 | 36 | 1 | 12 | 38 | 3 | 159 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 30 | 1456 | 151 | 373 | 894 | 74 | 36 | 1 | 12 | 38 | 3 | 159 |
| Added Vol: | 0 | 226 | 0 | 272 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 1682 | 151 | 645 | 917 | 74 | 36 | 1 | 12 | 38 | 3 | 213 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 30 | 1682 | 151 | 645 | 917 | 0 | 36 | 1 | 12 | 38 | 3 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 1682 | 151 | 645 | 917 | 0 | 36 | 1 | 12 | 38 | 3 | 213 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 30 | 1682 | 151 | 645 | 917 | 0 | 36 | 1 | 12 | 38 | 3 | 213 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.73 | 0.27 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.03 | 1.97 |
| Final Sat.: | 1750 | 5194 | 466 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 49 | 3455 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.32 | 0.32 | 0.20 | 0.16 | 0.00 | 0.02 | 0.00 | 0.01 | 0.01 | 0.06 | 0.06 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 23.0 | 49.6 | 49.6 | 31.4 | 58.0 | 0.0 | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.08 | 0.72 | 0.72 | 0.72 | 0.30 | 0.00 | 0.32 | 0.01 | 0.08 | 0.19 | 0.68 | 0.68 |
| Uniform Del: | 35.0 | 24.5 | 24.5 | 35.3 | 14.6 | 0.0 | 49.2 | 45.5 | 45.8 | 48.8 | 48.4 | 48.4 |
| IncremntDel: | 0.1 | 1.0 | 1.0 | 2.8 | 0.1 | 0.0 | 1.7 | 0.0 | 0.2 | 0.5 | 5.8 | 5.8 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 35.1 | 25.5 | 25.5 | 38.2 | 14.7 | 0.0 | 50.9 | 45.5 | 46.0 | 49.3 | 54.2 | 54.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.1 | 25.5 | 25.5 | 38.2 | 14.7 | 0.0 | 50.9 | 45.5 | 46.0 | 49.3 | 54.2 | 54.2 |
| LOS by Move: | D | C | C | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 16 | 16 | 12 | 6 | 0 | 2 | 0 | 0 | 1 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)



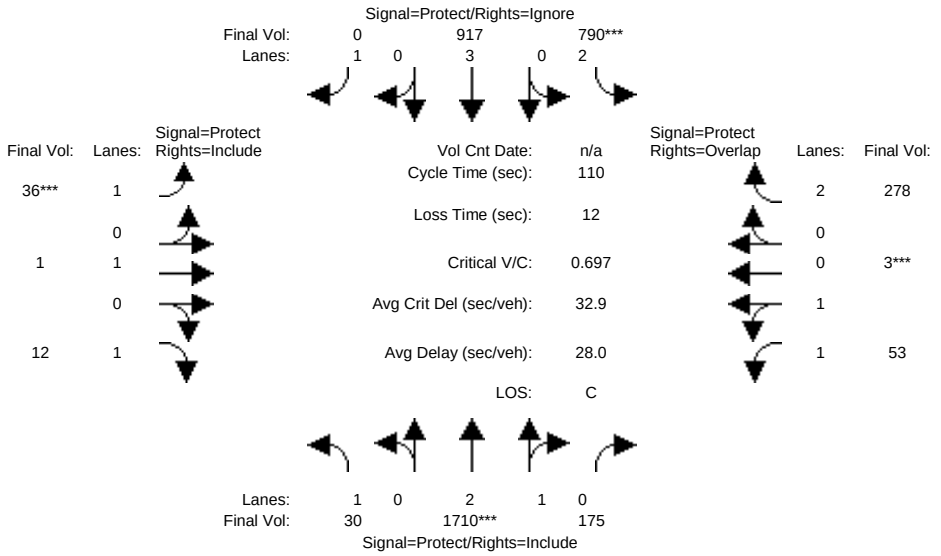

| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 30 | 1456 | 151 | 373 | 894 | 74 | 36 | 1 | 12 | 38 | 3 | 159 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 30 | 1456 | 151 | 373 | 894 | 74 | 36 | 1 | 12 | 38 | 3 | 159 |
| Added Vol: | 0 | 226 | 0 | 272 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hyatt: | 0 | 9 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 1691 | 151 | 645 | 923 | 74 | 36 | 1 | 12 | 38 | 3 | 213 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 30 | 1691 | 151 | 645 | 923 | 0 | 36 | 1 | 12 | 38 | 3 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 1691 | 151 | 645 | 923 | 0 | 36 | 1 | 12 | 38 | 3 | 213 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 30 | 1691 | 151 | 645 | 923 | 0 | 36 | 1 | 12 | 38 | 3 | 213 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.73 | 0.27 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.03 | 1.97 |
| Final Sat.: | 1750 | 5196 | 464 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 49 | 3455 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.33 | 0.33 | 0.20 | 0.16 | 0.00 | 0.02 | 0.00 | 0.01 | 0.01 | 0.06 | 0.06 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 22.9 | 49.7 | 49.7 | 31.3 | 58.1 | 0.0 | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.08 | 0.72 | 0.72 | 0.72 | 0.31 | 0.00 | 0.32 | 0.01 | 0.08 | 0.19 | 0.68 | 0.68 |
| Uniform Del: | 35.1 | 24.5 | 24.5 | 35.4 | 14.6 | 0.0 | 49.2 | 45.5 | 45.8 | 48.8 | 48.4 | 48.4 |
| IncremntDel: | 0.1 | 1.0 | 1.0 | 2.9 | 0.1 | 0.0 | 1.7 | 0.0 | 0.2 | 0.5 | 5.8 | 5.8 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 35.2 | 25.5 | 25.5 | 38.3 | 14.6 | 0.0 | 50.9 | 45.5 | 46.0 | 49.3 | 54.2 | 54.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.2 | 25.5 | 25.5 | 38.3 | 14.6 | 0.0 | 50.9 | 45.5 | 46.0 | 49.3 | 54.2 | 54.2 |
| LOS by Move: | D | C | C | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 16 | 16 | 12 | 6 | 0 | 2 | 0 | 0 | 1 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)




| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 30 | 1484 | 175 | 518 | 894 | 74 | 36 | 1 | 12 | 53 | 3 | 224 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 30 | 1484 | 175 | 518 | 894 | 74 | 36 | 1 | 12 | 53 | 3 | 224 |
| Added Vol: | 0 | 226 | 0 | 272 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 1710 | 175 | 790 | 917 | 74 | 36 | 1 | 12 | 53 | 3 | 278 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 30 | 1710 | 175 | 790 | 917 | 0 | 36 | 1 | 12 | 53 | 3 | 278 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 1710 | 175 | 790 | 917 | 0 | 36 | 1 | 12 | 53 | 3 | 278 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 30 | 1710 | 175 | 790 | 917 | 0 | 36 | 1 | 12 | 53 | 3 | 278 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 1.00 | 2.70 | 0.30 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.90 | 0.10 | 2.00 |
| Final Sat.: | 1750 | 5130 | 525 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3327 | 188 | 3150 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.33 | 0.33 | 0.25 | 0.16 | 0.00 | 0.02 | 0.00 | 0.01 | 0.02 | 0.02 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 23.0 | 46.2 | 46.2 | 34.8 | 58.0 | 0.0 | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 44.8 |
| Volume/Cap: | 0.08 | 0.79 | 0.79 | 0.79 | 0.30 | 0.00 | 0.32 | 0.01 | 0.08 | 0.25 | 0.18 | 0.22 |
| Delay/Veh: | 35.1 | 29.6 | 29.6 | 38.8 | 14.7 | 0.0 | 50.9 | 45.5 | 46.0 | 49.6 | 46.5 | 21.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.1 | 29.6 | 29.6 | 38.8 | 14.7 | 0.0 | 50.9 | 45.5 | 46.0 | 49.6 | 46.5 | 21.3 |
| LOS by Move: | D | C | C | D | B | A | D | D | D | D | D | C |
| HCM2kAvgQ: | 1 | 18 | 18 | 15 | 6 | 0 | 2 | 0 | 0 | 1 | 1 | 4 |

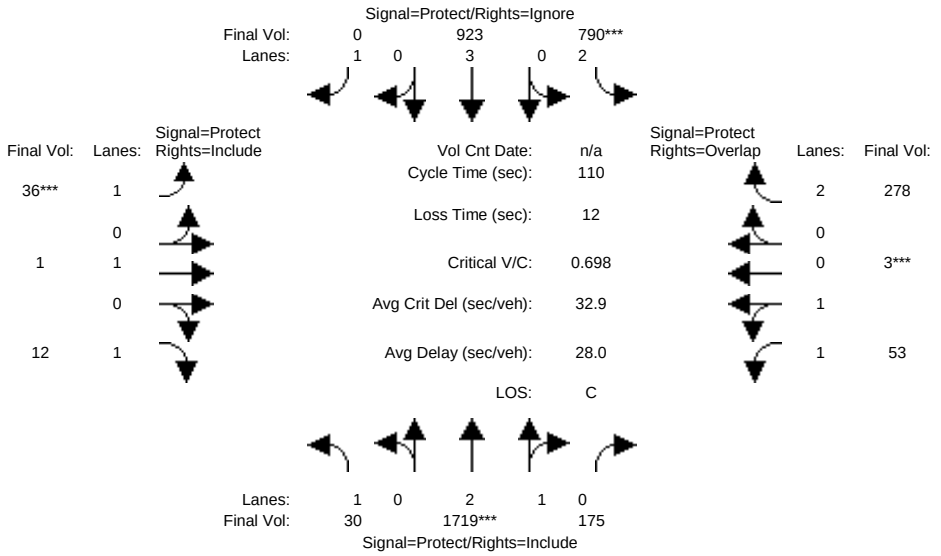
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)



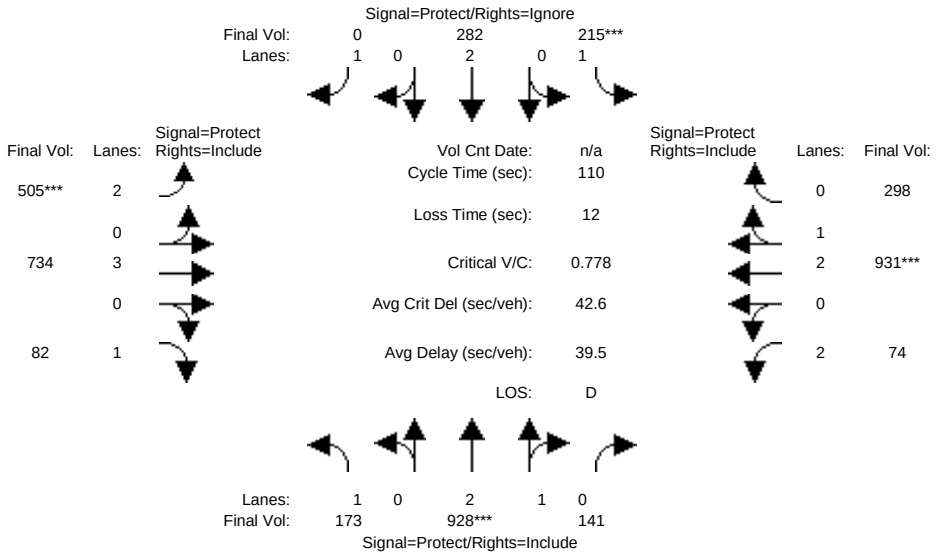

| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 30 | 1484 | 175 | 518 | 894 | 74 | 36 | 1 | 12 | 53 | 3 | 224 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 30 | 1484 | 175 | 518 | 894 | 74 | 36 | 1 | 12 | 53 | 3 | 224 |
| Added Vol: | 0 | 226 | 0 | 272 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hyatt: | 0 | 9 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 1719 | 175 | 790 | 923 | 74 | 36 | 1 | 12 | 53 | 3 | 278 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 30 | 1719 | 175 | 790 | 923 | 0 | 36 | 1 | 12 | 53 | 3 | 278 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 1719 | 175 | 790 | 923 | 0 | 36 | 1 | 12 | 53 | 3 | 278 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 30 | 1719 | 175 | 790 | 923 | 0 | 36 | 1 | 12 | 53 | 3 | 278 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 1.00 | 2.70 | 0.30 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.90 | 0.10 | 2.00 |
| Final Sat.: | 1750 | 5133 | 523 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3327 | 188 | 3150 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.33 | 0.33 | 0.25 | 0.16 | 0.00 | 0.02 | 0.00 | 0.01 | 0.02 | 0.02 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 22.9 | 46.3 | 46.3 | 34.7 | 58.1 | 0.0 | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 44.7 |
| Volume/Cap: | 0.08 | 0.80 | 0.80 | 0.80 | 0.31 | 0.00 | 0.32 | 0.01 | 0.08 | 0.25 | 0.18 | 0.22 |
| Delay/Veh: | 35.2 | 29.7 | 29.7 | 38.9 | 14.6 | 0.0 | 50.9 | 45.5 | 46.0 | 49.6 | 46.5 | 21.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.2 | 29.7 | 29.7 | 38.9 | 14.6 | 0.0 | 50.9 | 45.5 | 46.0 | 49.6 | 46.5 | 21.4 |
| LOS by Move: | D | C | C | D | B | A | D | D | D | D | D | C |
| HCM2kAvgQ: | 1 | 18 | 18 | 15 | 6 | 0 | 2 | 0 | 0 | 1 | 1 | 4 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)



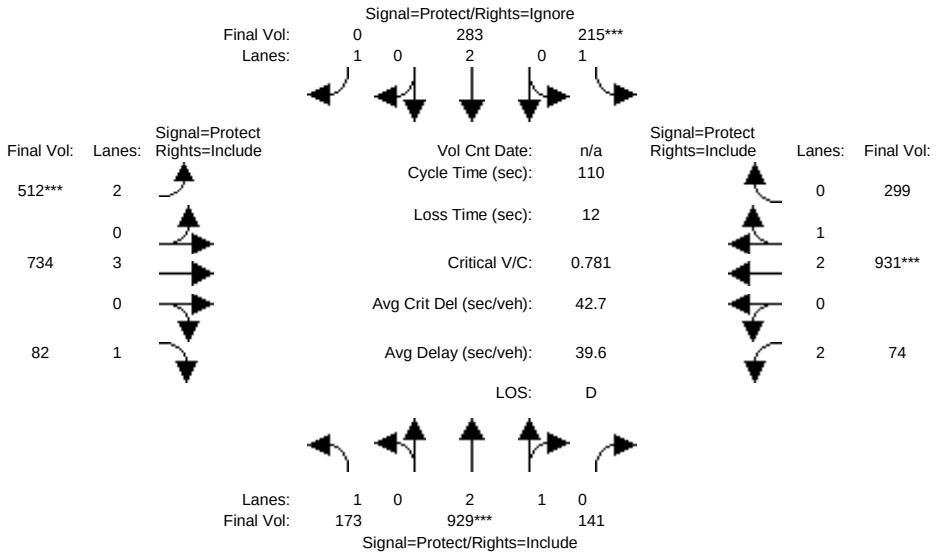

| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 173 | 899 | 136 | 206 | 279 | 512 | 451 | 648 | 82 | 72 | 907 | 155 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 899 | 136 | 206 | 279 | 512 | 451 | 648 | 82 | 72 | 907 | 155 |
| Added Vol: | 0 | 29 | 5 | 9 | 3 | 11 | 54 | 86 | 0 | 2 | 24 | 143 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 173 | 928 | 141 | 215 | 282 | 523 | 505 | 734 | 82 | 74 | 931 | 298 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 928 | 141 | 215 | 282 | 0 | 505 | 734 | 82 | 74 | 931 | 298 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 928 | 141 | 215 | 282 | 0 | 505 | 734 | 82 | 74 | 931 | 298 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 173 | 928 | 141 | 215 | 282 | 0 | 505 | 734 | 82 | 74 | 931 | 298 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.58 | 0.42 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.23 | 0.77 |
| Final Sat.: | 1750 | 4893 | 743 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4230 | 1354 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.19 | 0.19 | 0.12 | 0.07 | 0.00 | 0.16 | 0.13 | 0.05 | 0.02 | 0.22 | 0.22 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 23.0 | 26.8 | 26.8 | 17.4 | 21.2 | 0.0 | 22.7 | 36.0 | 36.0 | 17.8 | 31.1 | 31.1 |
| Volume/Cap: | 0.47 | 0.78 | 0.78 | 0.78 | 0.39 | 0.00 | 0.78 | 0.39 | 0.14 | 0.15 | 0.78 | 0.78 |
| Uniform Del: | 38.2 | 38.8 | 38.8 | 44.5 | 38.7 | 0.0 | 41.3 | 28.6 | 26.1 | 39.6 | 36.3 | 36.3 |
| IncremntDel: | 1.0 | 2.9 | 2.9 | 13.1 | 0.3 | 0.0 | 5.9 | 0.1 | 0.1 | 0.1 | 2.5 | 2.5 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 39.1 | 41.7 | 41.7 | 57.5 | 39.1 | 0.0 | 47.2 | 28.7 | 26.2 | 39.7 | 38.8 | 38.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.1 | 41.7 | 41.7 | 57.5 | 39.1 | 0.0 | 47.2 | 28.7 | 26.2 | 39.7 | 38.8 | 38.8 |
| LOS by Move: | D | D | D | E | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 6 | 13 | 13 | 8 | 4 | 0 | 12 | 6 | 2 | 1 | 13 | 13 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)



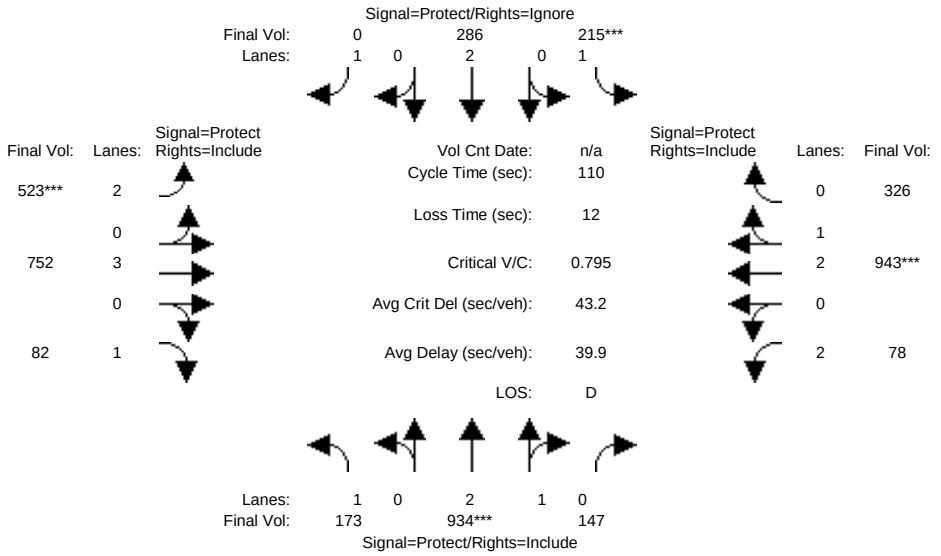

| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 173 | 899 | 136 | 206 | 279 | 512 | 451 | 648 | 82 | 72 | 907 | 155 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 899 | 136 | 206 | 279 | 512 | 451 | 648 | 82 | 72 | 907 | 155 |
| Added Vol: | 0 | 29 | 5 | 9 | 3 | 11 | 54 | 86 | 0 | 2 | 24 | 143 |
| Hyatt: | 0 | 1 | 0 | 0 | 1 | 5 | 7 | 0 | 0 | 0 | 0 | 1 |
| Initial Fut: | 173 | 929 | 141 | 215 | 283 | 528 | 512 | 734 | 82 | 74 | 931 | 299 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 929 | 141 | 215 | 283 | 0 | 512 | 734 | 82 | 74 | 931 | 299 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 929 | 141 | 215 | 283 | 0 | 512 | 734 | 82 | 74 | 931 | 299 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 173 | 929 | 141 | 215 | 283 | 0 | 512 | 734 | 82 | 74 | 931 | 299 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.58 | 0.42 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.22 | 0.78 |
| Final Sat.: | 1750 | 4894 | 743 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4226 | 1357 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.19 | 0.19 | 0.12 | 0.07 | 0.00 | 0.16 | 0.13 | 0.05 | 0.02 | 0.22 | 0.22 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 23.0 | 26.7 | 26.7 | 17.3 | 21.1 | 0.0 | 22.9 | 36.1 | 36.1 | 17.8 | 31.0 | 31.0 |
| Volume/Cap: | 0.47 | 0.78 | 0.78 | 0.78 | 0.39 | 0.00 | 0.78 | 0.39 | 0.14 | 0.14 | 0.78 | 0.78 |
| Uniform Del: | 38.2 | 38.9 | 38.9 | 44.5 | 38.8 | 0.0 | 41.2 | 28.5 | 26.0 | 39.5 | 36.3 | 36.3 |
| IncremntDel: | 1.0 | 3.0 | 3.0 | 13.4 | 0.3 | 0.0 | 6.0 | 0.1 | 0.1 | 0.1 | 2.6 | 2.6 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 39.2 | 41.8 | 41.8 | 57.9 | 39.2 | 0.0 | 47.2 | 28.6 | 26.2 | 39.7 | 38.9 | 38.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.2 | 41.8 | 41.8 | 57.9 | 39.2 | 0.0 | 47.2 | 28.6 | 26.2 | 39.7 | 38.9 | 38.9 |
| LOS by Move: | D | D | D | E | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 6 | 13 | 13 | 8 | 4 | 0 | 12 | 6 | 2 | 1 | 13 | 13 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)




| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 173 | 905 | 142 | 206 | 283 | 524 | 469 | 666 | 82 | 76 | 919 | 183 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 905 | 142 | 206 | 283 | 524 | 469 | 666 | 82 | 76 | 919 | 183 |
| Added Vol: | 0 | 29 | 5 | 9 | 3 | 11 | 54 | 86 | 0 | 2 | 24 | 143 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 173 | 934 | 147 | 215 | 286 | 535 | 523 | 752 | 82 | 78 | 943 | 326 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 934 | 147 | 215 | 286 | 0 | 523 | 752 | 82 | 78 | 943 | 326 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 934 | 147 | 215 | 286 | 0 | 523 | 752 | 82 | 78 | 943 | 326 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 173 | 934 | 147 | 215 | 286 | 0 | 523 | 752 | 82 | 78 | 943 | 326 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.56 | 0.44 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.18 | 0.82 |
| Final Sat.: | 1750 | 4868 | 766 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4144 | 1433 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.19 | 0.19 | 0.12 | 0.08 | 0.00 | 0.17 | 0.13 | 0.05 | 0.02 | 0.23 | 0.23 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 22.7 | 26.5 | 26.5 | 17.0 | 20.9 | 0.0 | 23.0 | 36.7 | 36.7 | 17.7 | 31.5 | 31.5 |
| Volume/Cap: | 0.48 | 0.80 | 0.80 | 0.80 | 0.40 | 0.00 | 0.80 | 0.40 | 0.14 | 0.15 | 0.80 | 0.80 |
| Delay/Veh: | 39.5 | 42.5 | 42.5 | 59.8 | 39.4 | 0.0 | 47.9 | 28.2 | 25.7 | 39.8 | 39.1 | 39.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.5 | 42.5 | 42.5 | 59.8 | 39.4 | 0.0 | 47.9 | 28.2 | 25.7 | 39.8 | 39.1 | 39.1 |
| LOS by Move: | D | D | D | E | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 6 | 14 | 14 | 8 | 4 | 0 | 12 | 7 | 2 | 1 | 14 | 14 |

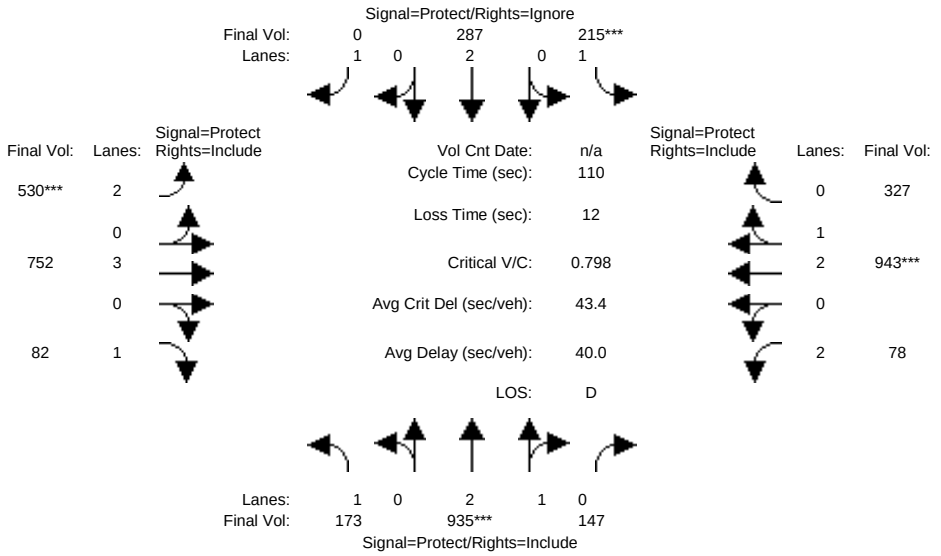
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)




| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 173 | 905 | 142 | 206 | 283 | 524 | 469 | 666 | 82 | 76 | 919 | 183 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 905 | 142 | 206 | 283 | 524 | 469 | 666 | 82 | 76 | 919 | 183 |
| Added Vol: | 0 | 29 | 5 | 9 | 3 | 11 | 54 | 86 | 0 | 2 | 24 | 143 |
| Hyatt: | 0 | 1 | 0 | 0 | 1 | 5 | 7 | 0 | 0 | 0 | 0 | 1 |
| Initial Fut: | 173 | 935 | 147 | 215 | 287 | 540 | 530 | 752 | 82 | 78 | 943 | 327 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 935 | 147 | 215 | 287 | 0 | 530 | 752 | 82 | 78 | 943 | 327 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 935 | 147 | 215 | 287 | 0 | 530 | 752 | 82 | 78 | 943 | 327 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 173 | 935 | 147 | 215 | 287 | 0 | 530 | 752 | 82 | 78 | 943 | 327 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.56 | 0.44 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.18 | 0.82 |
| Final Sat.: | 1750 | 4869 | 765 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4141 | 1436 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.19 | 0.19 | 0.12 | 0.08 | 0.00 | 0.17 | 0.13 | 0.05 | 0.02 | 0.23 | 0.23 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 22.6 | 26.5 | 26.5 | 16.9 | 20.8 | 0.0 | 23.2 | 36.8 | 36.8 | 17.8 | 31.4 | 31.4 |
| Volume/Cap: | 0.48 | 0.80 | 0.80 | 0.80 | 0.40 | 0.00 | 0.80 | 0.39 | 0.14 | 0.15 | 0.80 | 0.80 |
| Delay/Veh: | 39.5 | 42.7 | 42.7 | 60.2 | 39.5 | 0.0 | 47.9 | 28.2 | 25.6 | 39.8 | 39.3 | 39.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.5 | 42.7 | 42.7 | 60.2 | 39.5 | 0.0 | 47.9 | 28.2 | 25.6 | 39.8 | 39.3 | 39.3 |
| LOS by Move: | D | D | D | E | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 6 | 14 | 14 | 8 | 4 | 0 | 12 | 7 | 2 | 1 | 14 | 14 |

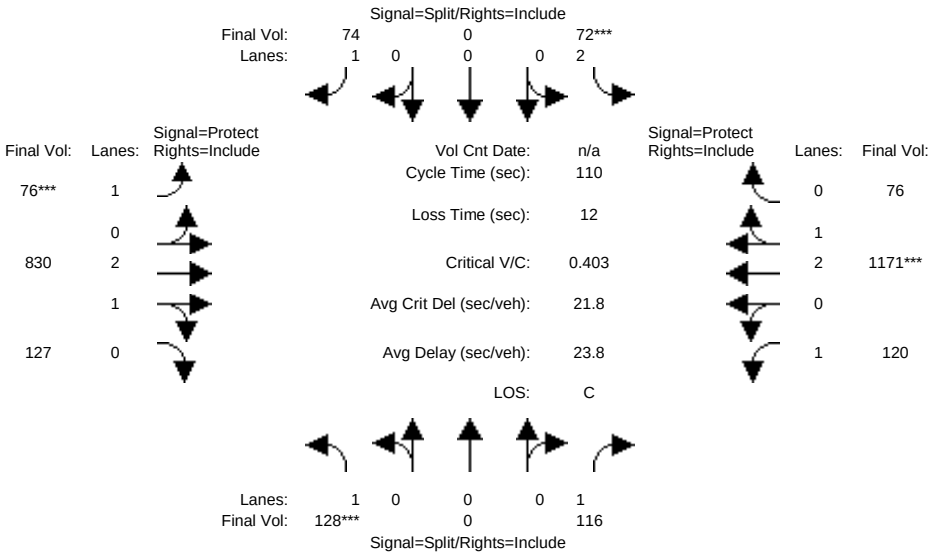
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)



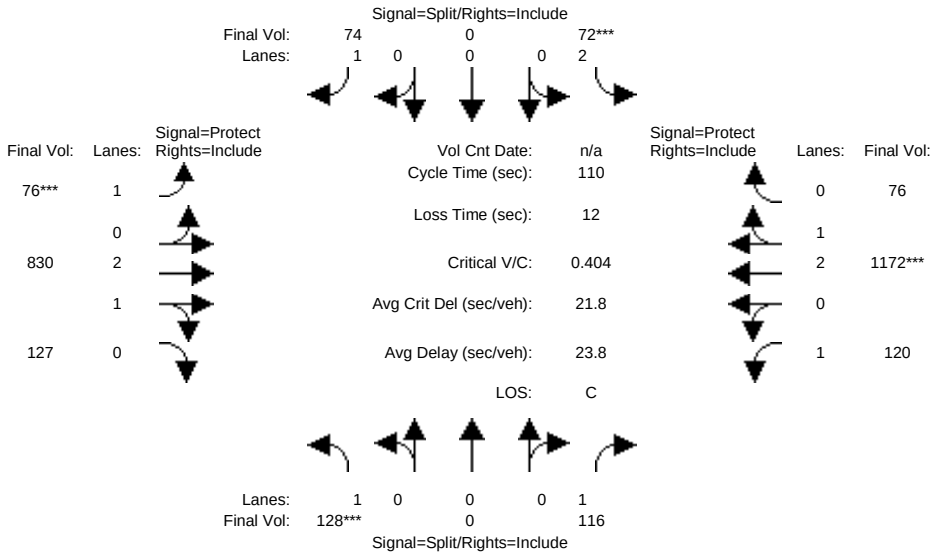

| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 730 | 127 | 118 | 1002 | 76 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 730 | 127 | 118 | 1002 | 76 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 | 169 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 830 | 127 | 120 | 1171 | 76 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 830 | 127 | 120 | 1171 | 76 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 830 | 127 | 120 | 1171 | 76 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 830 | 127 | 120 | 1171 | 76 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.57 | 0.43 | 1.00 | 2.80 | 0.20 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 4888 | 748 | 1750 | 5325 | 346 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.07 | 0.02 | 0.00 | 0.04 | 0.04 | 0.17 | 0.17 | 0.07 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 18.8 | 0.0 | 18.8 | 11.5 | 0.0 | 11.5 | 11.2 | 48.2 | 48.2 | 19.5 | 56.5 | 56.5 |
| Volume/Cap: | 0.43 | 0.00 | 0.39 | 0.22 | 0.00 | 0.40 | 0.43 | 0.39 | 0.39 | 0.39 | 0.43 | 0.43 |
| Uniform Del: | 40.8 | 0.0 | 40.5 | 45.1 | 0.0 | 46.0 | 46.4 | 20.9 | 20.9 | 40.0 | 16.7 | 16.7 |
| IncremntDel: | 1.0 | 0.0 | 0.8 | 0.3 | 0.0 | 1.5 | 1.7 | 0.1 | 0.1 | 0.8 | 0.1 | 0.1 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 41.8 | 0.0 | 41.3 | 45.4 | 0.0 | 47.5 | 48.1 | 21.0 | 21.0 | 40.8 | 16.8 | 16.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.8 | 0.0 | 41.3 | 45.4 | 0.0 | 47.5 | 48.1 | 21.0 | 21.0 | 40.8 | 16.8 | 16.8 |
| LOS by Move: | D | A | D | D | A | D | D | C | C | D | B | B |
| HCM2kAvgQ: | 5 | 0 | 4 | 1 | 0 | 3 | 3 | 7 | 7 | 4 | 8 | 8 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)



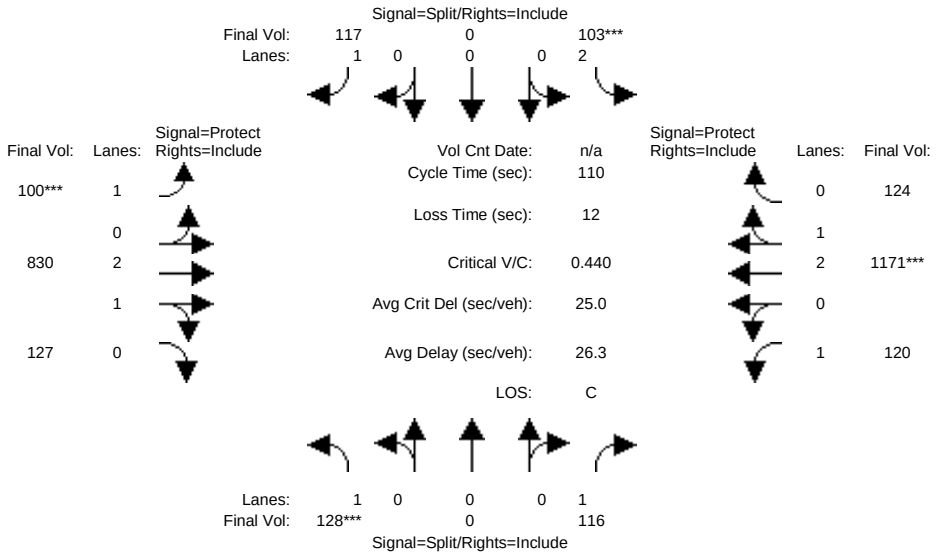

| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 730 | 127 | 118 | 1002 | 76 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 730 | 127 | 118 | 1002 | 76 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 | 169 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Initial Fut: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 830 | 127 | 120 | 1172 | 76 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 830 | 127 | 120 | 1172 | 76 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 830 | 127 | 120 | 1172 | 76 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 128 | 0 | 116 | 72 | 0 | 74 | 76 | 830 | 127 | 120 | 1172 | 76 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.57 | 0.43 | 1.00 | 2.80 | 0.20 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 4888 | 748 | 1750 | 5325 | 345 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.07 | 0.02 | 0.00 | 0.04 | 0.04 | 0.17 | 0.17 | 0.07 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 18.8 | 0.0 | 18.8 | 11.5 | 0.0 | 11.5 | 11.2 | 48.2 | 48.2 | 19.5 | 56.5 | 56.5 |
| Volume/Cap: | 0.43 | 0.00 | 0.39 | 0.22 | 0.00 | 0.40 | 0.43 | 0.39 | 0.39 | 0.39 | 0.43 | 0.43 |
| Uniform Del: | 40.8 | 0.0 | 40.5 | 45.1 | 0.0 | 46.0 | 46.4 | 20.9 | 20.9 | 40.0 | 16.7 | 16.7 |
| IncremntDel: | 1.0 | 0.0 | 0.8 | 0.3 | 0.0 | 1.5 | 1.7 | 0.1 | 0.1 | 0.8 | 0.1 | 0.1 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 41.8 | 0.0 | 41.3 | 45.4 | 0.0 | 47.5 | 48.1 | 21.0 | 21.0 | 40.8 | 16.8 | 16.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.8 | 0.0 | 41.3 | 45.4 | 0.0 | 47.5 | 48.1 | 21.0 | 21.0 | 40.8 | 16.8 | 16.8 |
| LOS by Move: | D | A | D | D | A | D | D | C | C | D | B | B |
| HCM2kAvgQ: | 5 | 0 | 4 | 1 | 0 | 3 | 3 | 7 | 7 | 4 | 8 | 8 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)




| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 730 | 127 | 118 | 1002 | 124 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 730 | 127 | 118 | 1002 | 124 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 | 169 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 830 | 127 | 120 | 1171 | 124 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 830 | 127 | 120 | 1171 | 124 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 830 | 127 | 120 | 1171 | 124 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 830 | 127 | 120 | 1171 | 124 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.57 | 0.43 | 1.00 | 2.69 | 0.31 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 4888 | 748 | 1750 | 5112 | 541 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.07 | 0.03 | 0.00 | 0.07 | 0.06 | 0.17 | 0.17 | 0.07 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 16.5 | 0.0 | 16.5 | 16.7 | 0.0 | 16.7 | 12.9 | 46.1 | 46.1 | 18.6 | 51.8 | 51.8 |
| Volume/Cap: | 0.49 | 0.00 | 0.44 | 0.22 | 0.00 | 0.44 | 0.49 | 0.41 | 0.41 | 0.41 | 0.49 | 0.49 |
| Delay/Veh: | 44.2 | 0.0 | 43.7 | 41.1 | 0.0 | 43.6 | 47.2 | 22.5 | 22.5 | 41.7 | 20.1 | 20.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.2 | 0.0 | 43.7 | 41.1 | 0.0 | 43.6 | 47.2 | 22.5 | 22.5 | 41.7 | 20.1 | 20.1 |
| LOS by Move: | D | A | D | D | A | D | D | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 0 | 4 | 2 | 0 | 4 | 3 | 7 | 7 | 4 | 9 | 9 |

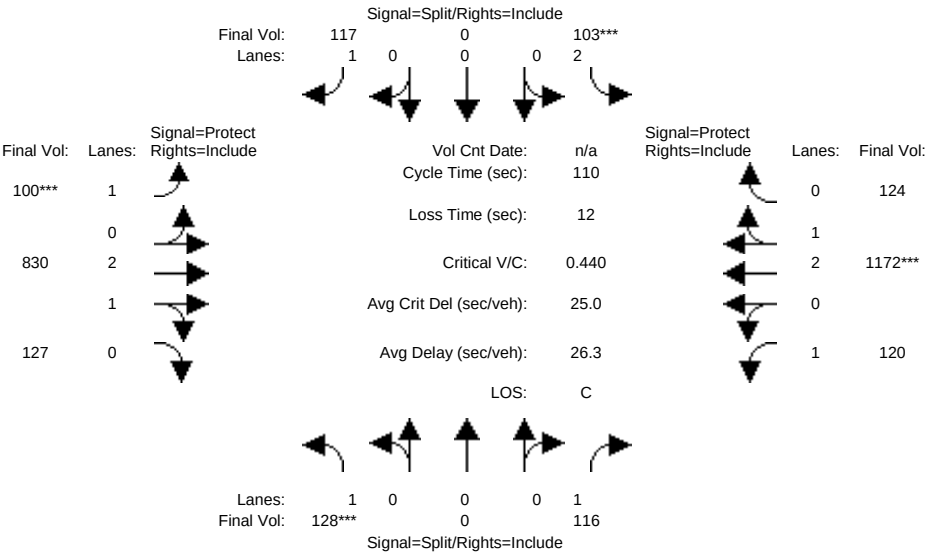
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)




| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 730 | 127 | 118 | 1002 | 124 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 730 | 127 | 118 | 1002 | 124 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 | 169 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Initial Fut: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 830 | 127 | 120 | 1172 | 124 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 830 | 127 | 120 | 1172 | 124 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 830 | 127 | 120 | 1172 | 124 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 128 | 0 | 116 | 103 | 0 | 117 | 100 | 830 | 127 | 120 | 1172 | 124 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.57 | 0.43 | 1.00 | 2.69 | 0.31 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 4888 | 748 | 1750 | 5113 | 541 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.07 | 0.03 | 0.00 | 0.07 | 0.06 | 0.17 | 0.17 | 0.07 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 16.5 | 0.0 | 16.5 | 16.7 | 0.0 | 16.7 | 12.9 | 46.1 | 46.1 | 18.6 | 51.8 | 51.8 |
| Volume/Cap: | 0.49 | 0.00 | 0.44 | 0.22 | 0.00 | 0.44 | 0.49 | 0.40 | 0.40 | 0.40 | 0.49 | 0.49 |
| Delay/Veh: | 44.3 | 0.0 | 43.7 | 41.1 | 0.0 | 43.6 | 47.2 | 22.5 | 22.5 | 41.6 | 20.1 | 20.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.3 | 0.0 | 43.7 | 41.1 | 0.0 | 43.6 | 47.2 | 22.5 | 22.5 | 41.6 | 20.1 | 20.1 |
| LOS by Move: | D | A | D | D | A | D | D | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 0 | 4 | 2 | 0 | 4 | 3 | 7 | 7 | 4 | 9 | 9 |

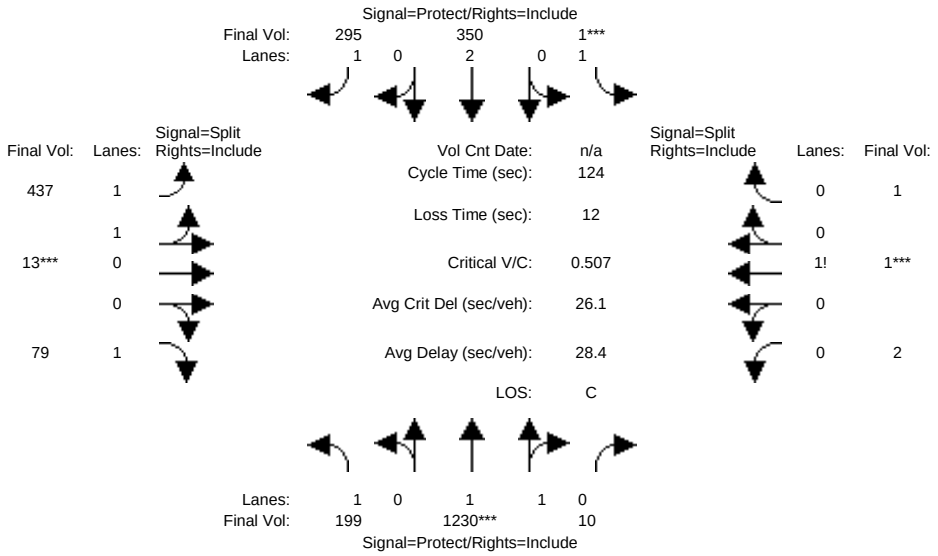
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #31: Tantau Avenue and Vallco Parkway (CUP)



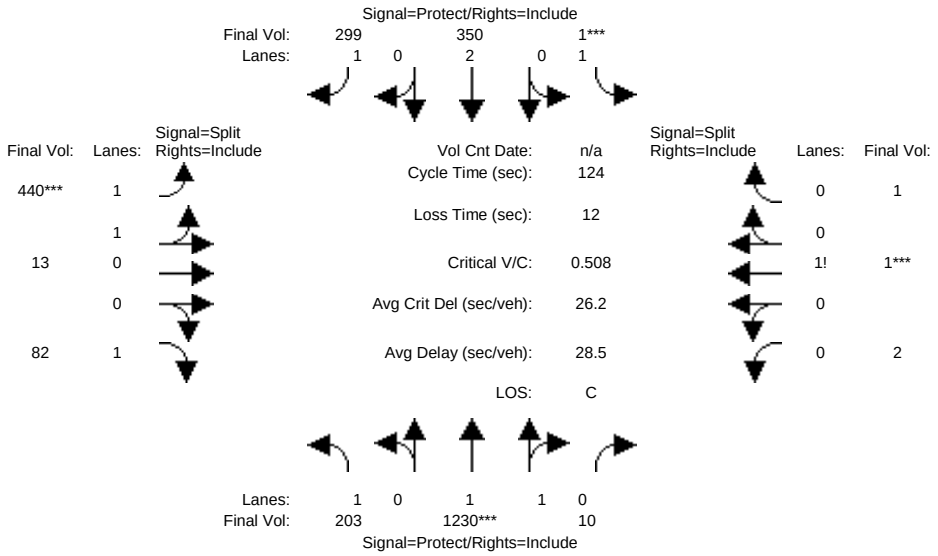

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 199 | 530 | 10 | 1 | 286 | 241 | 165 | 13 | 79 | 2 | 1 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 199 | 530 | 10 | 1 | 286 | 241 | 165 | 13 | 79 | 2 | 1 | 1 |
| Added Vol: | 0 | 700 | 0 | 0 | 64 | 54 | 272 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 199 | 1230 | 10 | 1 | 350 | 295 | 437 | 13 | 79 | 2 | 1 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 199 | 1230 | 10 | 1 | 350 | 295 | 437 | 13 | 79 | 2 | 1 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 199 | 1230 | 10 | 1 | 350 | 295 | 437 | 13 | 79 | 2 | 1 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 199 | 1230 | 10 | 1 | 350 | 295 | 437 | 13 | 79 | 2 | 1 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 | 1.95 | 0.05 | 1.00 | 0.51 | 0.23 | 0.26 |
| Final Sat.: | 1750 | 3767 | 31 | 1750 | 3800 | 1750 | 3407 | 101 | 1750 | 893 | 446 | 446 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.33 | 0.33 | 0.00 | 0.09 | 0.17 | 0.13 | 0.13 | 0.05 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Green Time: | 30.3 | 68.2 | 68.2 | 7.0 | 44.9 | 44.9 | 26.8 | 26.8 | 26.8 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.47 | 0.59 | 0.59 | 0.01 | 0.25 | 0.47 | 0.59 | 0.59 | 0.21 | 0.03 | 0.03 | 0.03 |
| Uniform Del: | 39.9 | 18.6 | 18.6 | 55.2 | 27.8 | 30.3 | 43.7 | 43.7 | 39.9 | 52.5 | 52.5 | 52.5 |
| IncremntDel: | 0.8 | 0.5 | 0.5 | 0.0 | 0.1 | 0.5 | 1.3 | 1.3 | 0.3 | 0.1 | 0.1 | 0.1 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 40.8 | 19.1 | 19.1 | 55.3 | 27.9 | 30.9 | 45.0 | 45.0 | 40.2 | 52.6 | 52.6 | 52.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.8 | 19.1 | 19.1 | 55.3 | 27.9 | 30.9 | 45.0 | 45.0 | 40.2 | 52.6 | 52.6 | 52.6 |
| LOS by Move: | D | B | B | E | C | C | D | D | D | D | D | D |
| HCM2kAvgQ: | 7 | 15 | 15 | 0 | 4 | 9 | 8 | 8 | 3 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #31: Tantau Avenue and Vallco Parkway (CUP)



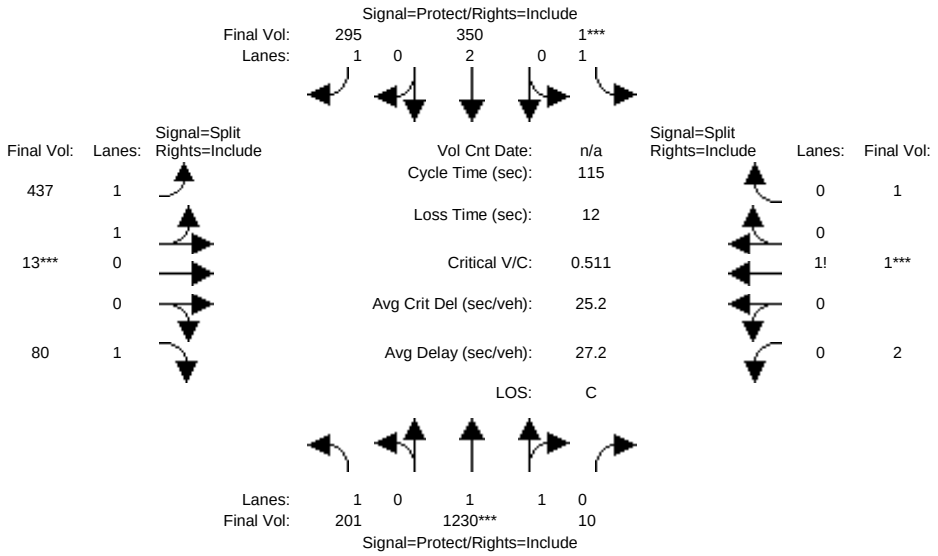

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 199 | 530 | 10 | 1 | 286 | 241 | 165 | 13 | 79 | 2 | 1 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 199 | 530 | 10 | 1 | 286 | 241 | 165 | 13 | 79 | 2 | 1 | 1 |
| Added Vol: | 0 | 700 | 0 | 0 | 64 | 54 | 272 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 4 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 3 | 0 | 0 | 0 |
| Initial Fut: | 203 | 1230 | 10 | 1 | 350 | 299 | 440 | 13 | 82 | 2 | 1 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 203 | 1230 | 10 | 1 | 350 | 299 | 440 | 13 | 82 | 2 | 1 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 203 | 1230 | 10 | 1 | 350 | 299 | 440 | 13 | 82 | 2 | 1 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 203 | 1230 | 10 | 1 | 350 | 299 | 440 | 13 | 82 | 2 | 1 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 | 1.95 | 0.05 | 1.00 | 0.51 | 0.23 | 0.26 |
| Final Sat.: | 1750 | 3767 | 31 | 1750 | 3800 | 1750 | 3407 | 101 | 1750 | 893 | 446 | 446 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.33 | 0.33 | 0.00 | 0.09 | 0.17 | 0.13 | 0.13 | 0.05 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 30.4 | 68.1 | 68.1 | 7.0 | 44.7 | 44.7 | 26.9 | 26.9 | 26.9 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.47 | 0.59 | 0.59 | 0.01 | 0.26 | 0.47 | 0.59 | 0.59 | 0.22 | 0.03 | 0.03 | 0.03 |
| Uniform Del: | 40.0 | 18.7 | 18.7 | 55.2 | 27.9 | 30.6 | 43.6 | 43.6 | 39.9 | 52.5 | 52.5 | 52.5 |
| IncremntDel: | 0.8 | 0.5 | 0.5 | 0.0 | 0.1 | 0.6 | 1.3 | 1.3 | 0.3 | 0.1 | 0.1 | 0.1 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 40.8 | 19.2 | 19.2 | 55.3 | 28.0 | 31.1 | 44.9 | 44.9 | 40.2 | 52.6 | 52.6 | 52.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.8 | 19.2 | 19.2 | 55.3 | 28.0 | 31.1 | 44.9 | 44.9 | 40.2 | 52.6 | 52.6 | 52.6 |
| LOS by Move: | D | B | B | E | C | C | D | D | D | D | D | D |
| HCM2kAvgQ: | 7 | 15 | 15 | 0 | 4 | 9 | 8 | 8 | 3 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #31: Tantau Avenue and Vallco Parkway (CUP)



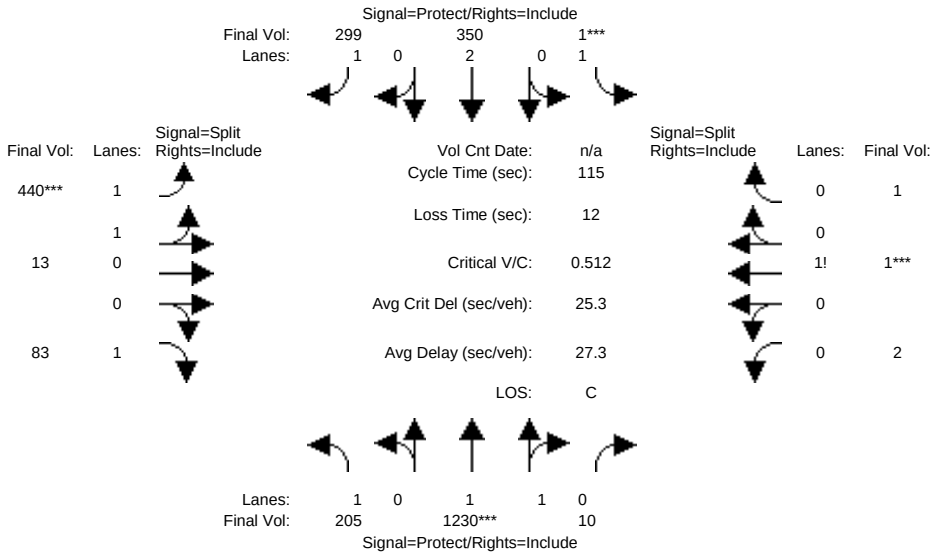

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 201 | 530 | 10 | 1 | 286 | 241 | 165 | 13 | 80 | 2 | 1 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 201 | 530 | 10 | 1 | 286 | 241 | 165 | 13 | 80 | 2 | 1 | 1 |
| Added Vol: | 0 | 700 | 0 | 0 | 64 | 54 | 272 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 201 | 1230 | 10 | 1 | 350 | 295 | 437 | 13 | 80 | 2 | 1 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 201 | 1230 | 10 | 1 | 350 | 295 | 437 | 13 | 80 | 2 | 1 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 1230 | 10 | 1 | 350 | 295 | 437 | 13 | 80 | 2 | 1 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 201 | 1230 | 10 | 1 | 350 | 295 | 437 | 13 | 80 | 2 | 1 | 1 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 | 1.95 | 0.05 | 1.00 | 0.51 | 0.23 | 0.26 |
| Final Sat.: | 1750 | 3767 | 31 | 1750 | 3800 | 1750 | 3407 | 101 | 1750 | 893 | 446 | 446 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.33 | 0.33 | 0.00 | 0.09 | 0.17 | 0.13 | 0.13 | 0.05 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Green Time: | 27.9 | 61.7 | 61.7 | 7.0 | 40.9 | 40.9 | 24.3 | 24.3 | 24.3 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.47 | 0.61 | 0.61 | 0.01 | 0.26 | 0.47 | 0.61 | 0.61 | 0.22 | 0.03 | 0.03 | 0.03 |
| Delay/Veh: | 38.1 | 18.8 | 18.8 | 50.8 | 26.4 | 29.3 | 42.5 | 42.5 | 37.8 | 48.1 | 48.1 | 48.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.1 | 18.8 | 18.8 | 50.8 | 26.4 | 29.3 | 42.5 | 42.5 | 37.8 | 48.1 | 48.1 | 48.1 |
| LOS by Move: | D | B | B | D | C | C | D | D | D | D | D | D |
| HCM2kAvgQ: | 6 | 14 | 14 | 0 | 4 | 8 | 8 | 8 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #31: Tantau Avenue and Vallco Parkway (CUP)



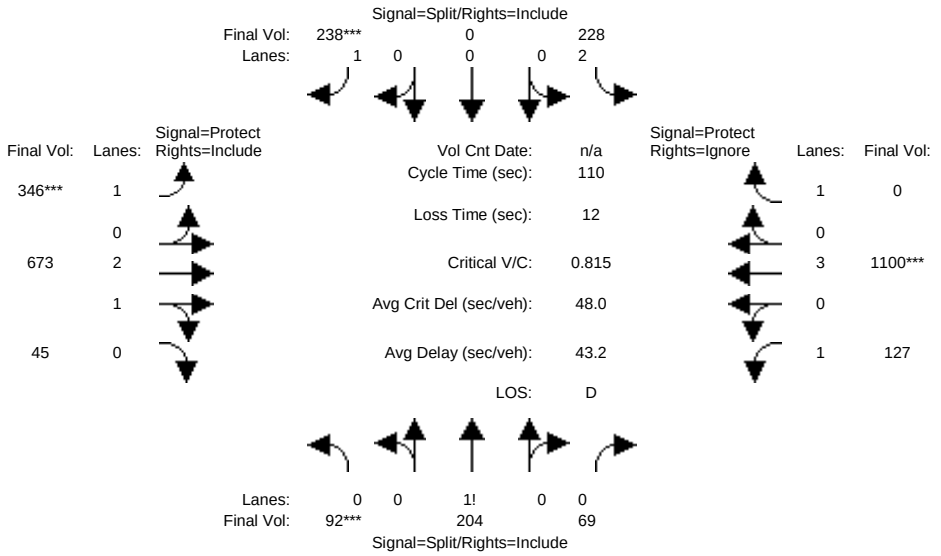

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 201 | 530 | 10 | 1 | 286 | 241 | 165 | 13 | 80 | 2 | 1 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 201 | 530 | 10 | 1 | 286 | 241 | 165 | 13 | 80 | 2 | 1 | 1 |
| Added Vol: | 0 | 700 | 0 | 0 | 64 | 54 | 272 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 4 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 3 | 0 | 0 | 0 |
| Initial Fut: | 205 | 1230 | 10 | 1 | 350 | 299 | 440 | 13 | 83 | 2 | 1 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 205 | 1230 | 10 | 1 | 350 | 299 | 440 | 13 | 83 | 2 | 1 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 205 | 1230 | 10 | 1 | 350 | 299 | 440 | 13 | 83 | 2 | 1 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 205 | 1230 | 10 | 1 | 350 | 299 | 440 | 13 | 83 | 2 | 1 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 | 1.95 | 0.05 | 1.00 | 0.51 | 0.23 | 0.26 |
| Final Sat.: | 1750 | 3767 | 31 | 1750 | 3800 | 1750 | 3407 | 101 | 1750 | 893 | 446 | 446 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.33 | 0.33 | 0.00 | 0.09 | 0.17 | 0.13 | 0.13 | 0.05 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 27.9 | 61.6 | 61.6 | 7.0 | 40.7 | 40.7 | 24.4 | 24.4 | 24.4 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.48 | 0.61 | 0.61 | 0.01 | 0.26 | 0.48 | 0.61 | 0.61 | 0.22 | 0.03 | 0.03 | 0.03 |
| Delay/Veh: | 38.2 | 18.9 | 18.9 | 50.8 | 26.5 | 29.5 | 42.5 | 42.5 | 37.8 | 48.1 | 48.1 | 48.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.2 | 18.9 | 18.9 | 50.8 | 26.5 | 29.5 | 42.5 | 42.5 | 37.8 | 48.1 | 48.1 | 48.1 |
| LOS by Move: | D | B | B | D | C | C | D | D | D | D | D | D |
| HCM2kAvgQ: | 6 | 14 | 14 | 0 | 4 | 9 | 8 | 8 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



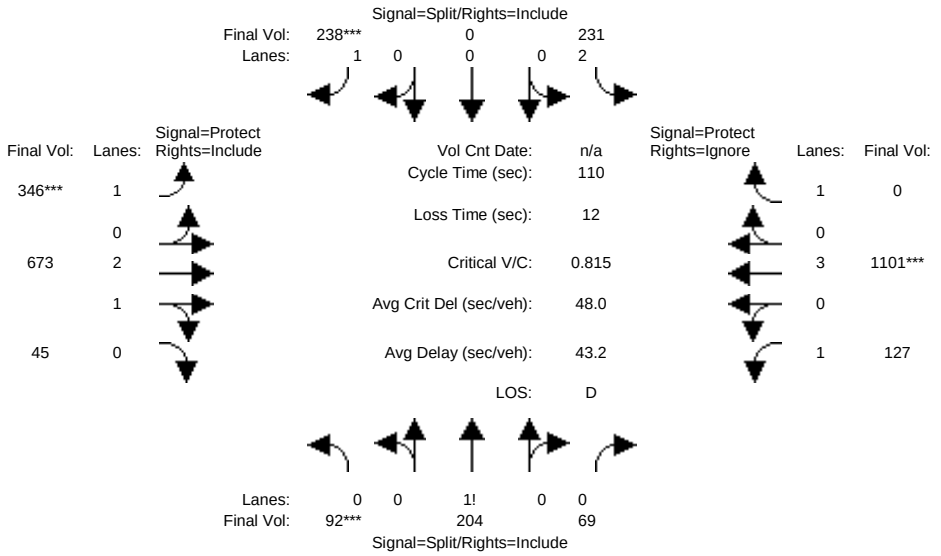

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 92 | 172 | 69 | 192 | 0 | 210 | 255 | 664 | 45 | 127 | 957 | 346 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 92 | 172 | 69 | 192 | 0 | 210 | 255 | 664 | 45 | 127 | 957 | 346 |
| Added Vol: | 0 | 32 | 0 | 36 | 0 | 28 | 91 | 9 | 0 | 0 | 143 | 577 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 92 | 204 | 69 | 228 | 0 | 238 | 346 | 673 | 45 | 127 | 1100 | 923 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 92 | 204 | 69 | 228 | 0 | 238 | 346 | 673 | 45 | 127 | 1100 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 204 | 69 | 228 | 0 | 238 | 346 | 673 | 45 | 127 | 1100 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 92 | 204 | 69 | 228 | 0 | 238 | 346 | 673 | 45 | 127 | 1100 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.26 | 0.54 | 0.20 | 2.00 | 0.00 | 1.00 | 1.00 | 2.80 | 0.20 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 461 | 1023 | 346 | 3150 | 0 | 1750 | 1750 | 5314 | 355 | 1750 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.20 | 0.20 | 0.07 | 0.00 | 0.14 | 0.20 | 0.13 | 0.13 | 0.07 | 0.19 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 26.9 | 26.9 | 26.9 | 18.4 | 0.0 | 18.4 | 26.7 | 33.5 | 33.5 | 19.2 | 26.0 | 0.0 |
| Volume/Cap: | 0.81 | 0.81 | 0.81 | 0.43 | 0.00 | 0.81 | 0.81 | 0.42 | 0.42 | 0.42 | 0.81 | 0.00 |
| Uniform Del: | 39.2 | 39.2 | 39.2 | 41.2 | 0.0 | 44.2 | 39.3 | 30.4 | 30.4 | 40.4 | 39.7 | 0.0 |
| IncremntDel: | 11.0 | 11.0 | 11.0 | 0.6 | 0.0 | 16.0 | 11.5 | 0.2 | 0.2 | 0.9 | 3.9 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 50.2 | 50.2 | 50.2 | 41.7 | 0.0 | 60.2 | 50.9 | 30.6 | 30.6 | 41.3 | 43.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.2 | 50.2 | 50.2 | 41.7 | 0.0 | 60.2 | 50.9 | 30.6 | 30.6 | 41.3 | 43.6 | 0.0 |
| LOS by Move: | D | D | D | D | A | E | D | C | C | D | D | A |
| HCM2kAvgQ: | 14 | 14 | 14 | 4 | 0 | 9 | 13 | 6 | 6 | 4 | 11 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



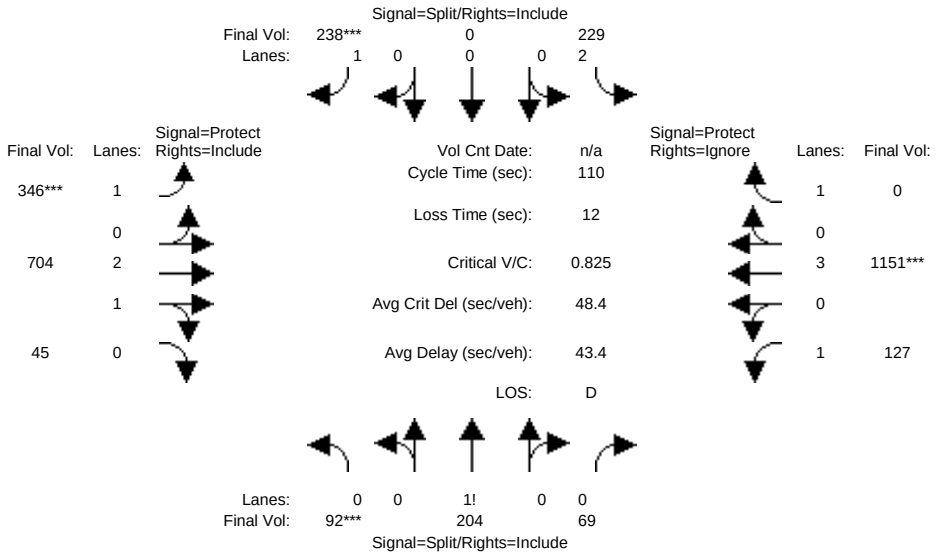

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 92 | 172 | 69 | 192 | 0 | 210 | 255 | 664 | 45 | 127 | 957 | 346 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 92 | 172 | 69 | 192 | 0 | 210 | 255 | 664 | 45 | 127 | 957 | 346 |
| Added Vol: | 0 | 32 | 0 | 36 | 0 | 28 | 91 | 9 | 0 | 0 | 143 | 577 |
| Hyatt: | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Initial Fut: | 92 | 204 | 69 | 231 | 0 | 238 | 346 | 673 | 45 | 127 | 1101 | 927 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 92 | 204 | 69 | 231 | 0 | 238 | 346 | 673 | 45 | 127 | 1101 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 204 | 69 | 231 | 0 | 238 | 346 | 673 | 45 | 127 | 1101 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 92 | 204 | 69 | 231 | 0 | 238 | 346 | 673 | 45 | 127 | 1101 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.26 | 0.54 | 0.20 | 2.00 | 0.00 | 1.00 | 1.00 | 2.80 | 0.20 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 461 | 1023 | 346 | 3150 | 0 | 1750 | 1750 | 5314 | 355 | 1750 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.20 | 0.20 | 0.07 | 0.00 | 0.14 | 0.20 | 0.13 | 0.13 | 0.07 | 0.19 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 26.9 | 26.9 | 26.9 | 18.4 | 0.0 | 18.4 | 26.7 | 33.5 | 33.5 | 19.2 | 26.1 | 0.0 |
| Volume/Cap: | 0.82 | 0.82 | 0.82 | 0.44 | 0.00 | 0.82 | 0.82 | 0.42 | 0.42 | 0.42 | 0.82 | 0.00 |
| Uniform Del: | 39.2 | 39.2 | 39.2 | 41.2 | 0.0 | 44.2 | 39.3 | 30.4 | 30.4 | 40.4 | 39.7 | 0.0 |
| IncremntDel: | 11.0 | 11.0 | 11.0 | 0.6 | 0.0 | 16.1 | 11.6 | 0.2 | 0.2 | 0.9 | 4.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 50.2 | 50.2 | 50.2 | 41.8 | 0.0 | 60.2 | 50.9 | 30.6 | 30.6 | 41.3 | 43.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.2 | 50.2 | 50.2 | 41.8 | 0.0 | 60.2 | 50.9 | 30.6 | 30.6 | 41.3 | 43.6 | 0.0 |
| LOS by Move: | D | D | D | D | A | E | D | C | C | D | D | A |
| HCM2kAvgQ: | 14 | 14 | 14 | 4 | 0 | 9 | 13 | 6 | 6 | 4 | 11 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



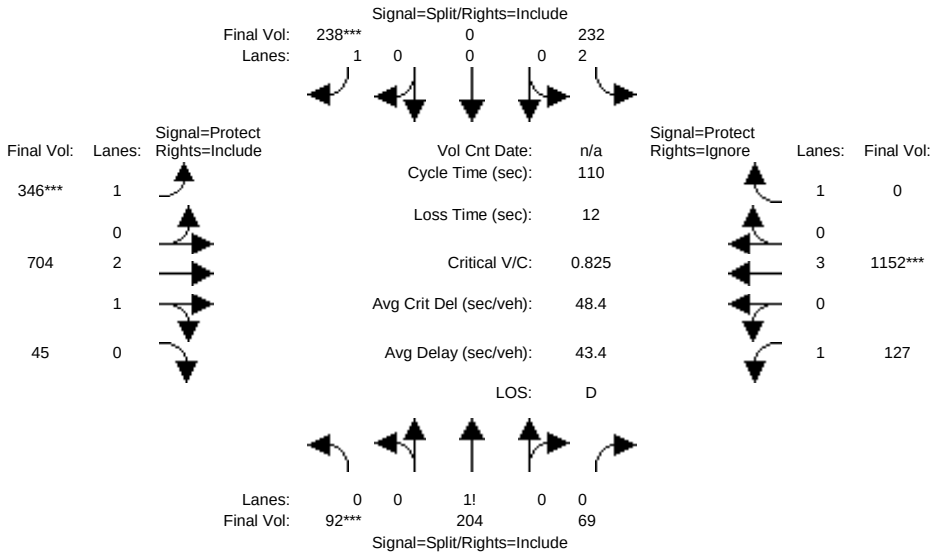

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 92 | 172 | 69 | 193 | 0 | 210 | 255 | 695 | 45 | 127 | 1008 | 348 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 92 | 172 | 69 | 193 | 0 | 210 | 255 | 695 | 45 | 127 | 1008 | 348 |
| Added Vol: | 0 | 32 | 0 | 36 | 0 | 28 | 91 | 9 | 0 | 0 | 143 | 577 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 92 | 204 | 69 | 229 | 0 | 238 | 346 | 704 | 45 | 127 | 1151 | 925 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 92 | 204 | 69 | 229 | 0 | 238 | 346 | 704 | 45 | 127 | 1151 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 204 | 69 | 229 | 0 | 238 | 346 | 704 | 45 | 127 | 1151 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 92 | 204 | 69 | 229 | 0 | 238 | 346 | 704 | 45 | 127 | 1151 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.26 | 0.54 | 0.20 | 2.00 | 0.00 | 1.00 | 1.00 | 2.81 | 0.19 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 461 | 1023 | 346 | 3150 | 0 | 1750 | 1750 | 5330 | 341 | 1750 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.20 | 0.20 | 0.07 | 0.00 | 0.14 | 0.20 | 0.13 | 0.13 | 0.07 | 0.20 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 26.6 | 26.6 | 26.6 | 18.1 | 0.0 | 18.1 | 26.4 | 34.4 | 34.4 | 18.9 | 26.9 | 0.0 |
| Volume/Cap: | 0.83 | 0.83 | 0.83 | 0.44 | 0.00 | 0.83 | 0.83 | 0.42 | 0.42 | 0.42 | 0.83 | 0.00 |
| Delay/Veh: | 51.5 | 51.5 | 51.5 | 42.0 | 0.0 | 61.8 | 52.2 | 30.1 | 30.1 | 41.6 | 43.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.5 | 51.5 | 51.5 | 42.0 | 0.0 | 61.8 | 52.2 | 30.1 | 30.1 | 41.6 | 43.5 | 0.0 |
| LOS by Move: | D | D | D | D | A | E | D | C | C | D | D | A |
| HCM2kAvgQ: | 14 | 14 | 14 | 4 | 0 | 9 | 13 | 6 | 6 | 4 | 12 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



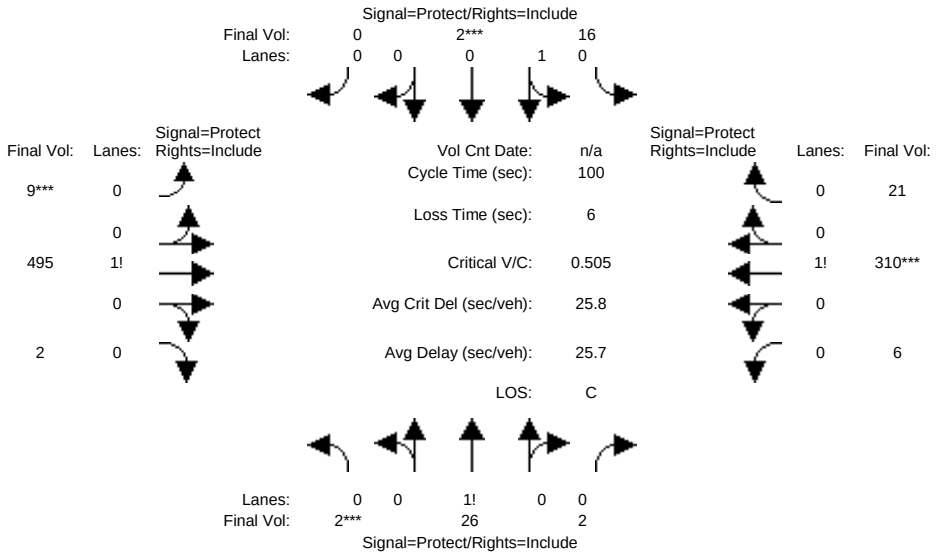

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 92 | 172 | 69 | 193 | 0 | 210 | 255 | 695 | 45 | 127 | 1008 | 348 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 92 | 172 | 69 | 193 | 0 | 210 | 255 | 695 | 45 | 127 | 1008 | 348 |
| Added Vol: | 0 | 32 | 0 | 36 | 0 | 28 | 91 | 9 | 0 | 0 | 143 | 577 |
| Hyatt: | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Initial Fut: | 92 | 204 | 69 | 232 | 0 | 238 | 346 | 704 | 45 | 127 | 1152 | 929 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 92 | 204 | 69 | 232 | 0 | 238 | 346 | 704 | 45 | 127 | 1152 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 204 | 69 | 232 | 0 | 238 | 346 | 704 | 45 | 127 | 1152 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 92 | 204 | 69 | 232 | 0 | 238 | 346 | 704 | 45 | 127 | 1152 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.26 | 0.54 | 0.20 | 2.00 | 0.00 | 1.00 | 1.00 | 2.81 | 0.19 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 461 | 1023 | 346 | 3150 | 0 | 1750 | 1750 | 5330 | 341 | 1750 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.20 | 0.20 | 0.07 | 0.00 | 0.14 | 0.20 | 0.13 | 0.13 | 0.07 | 0.20 | 0.00 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 26.6 | 26.6 | 26.6 | 18.1 | 0.0 | 18.1 | 26.4 | 34.4 | 34.4 | 18.9 | 26.9 | 0.0 |
| Volume/Cap: | 0.83 | 0.83 | 0.83 | 0.45 | 0.00 | 0.83 | 0.83 | 0.42 | 0.42 | 0.42 | 0.83 | 0.00 |
| Delay/Veh: | 51.5 | 51.5 | 51.5 | 42.0 | 0.0 | 61.8 | 52.2 | 30.1 | 30.1 | 41.6 | 43.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.5 | 51.5 | 51.5 | 42.0 | 0.0 | 61.8 | 52.2 | 30.1 | 30.1 | 41.6 | 43.5 | 0.0 |
| LOS by Move: | D | D | D | D | A | E | D | C | C | D | D | A |
| HCM2kAvgQ: | 14 | 14 | 14 | 4 | 0 | 9 | 13 | 6 | 6 | 4 | 12 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #501: Finch Road and Vallco Pkey (CUP)



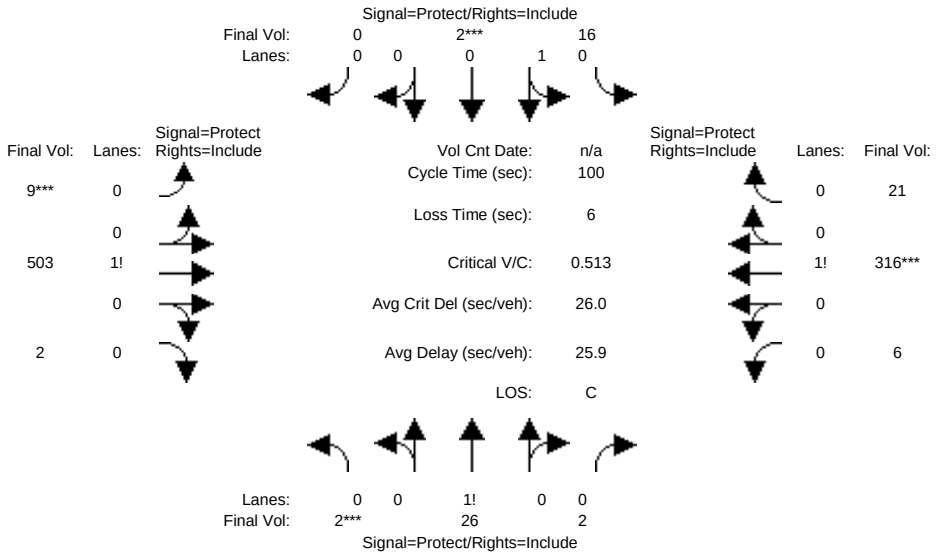

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 223 | 2 | 6 | 256 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 223 | 2 | 6 | 256 | 21 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 54 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 495 | 2 | 6 | 310 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 495 | 2 | 6 | 310 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 495 | 2 | 6 | 310 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 495 | 2 | 6 | 310 | 21 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.91 | 0.99 | 0.91 | 0.88 | 0.96 | 0.92 | 0.92 | 1.00 | 0.92 | 0.91 | 0.99 | 0.91 |
| Lanes: | 0.07 | 0.86 | 0.07 | 0.90 | 0.10 | 0.00 | 0.02 | 0.97 | 0.01 | 0.02 | 0.91 | 0.07 |
| Final Sat.: | 124 | 1609 | 124 | 1502 | 188 | 0 | 34 | 1852 | 7 | 33 | 1720 | 117 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.01 | 0.00 | 0.27 | 0.27 | 0.27 | 0.18 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 0.0 | 46.0 | 46.0 | 46.0 | 31.0 | 31.0 | 31.0 |
| Volume/Cap: | 0.23 | 0.16 | 0.16 | 0.15 | 0.11 | 0.00 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 |
| Uniform Del: | 44.0 | 41.2 | 41.2 | 43.7 | 40.9 | 0.0 | 19.9 | 19.9 | 19.9 | 29.0 | 29.0 | 29.0 |
| IncremntDel: | 0.9 | 0.4 | 0.4 | 0.6 | 0.3 | 0.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.5 | 1.5 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 44.9 | 41.6 | 41.6 | 44.3 | 41.2 | 0.0 | 20.9 | 20.9 | 20.9 | 30.5 | 30.5 | 30.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.9 | 41.6 | 41.6 | 44.3 | 41.2 | 0.0 | 20.9 | 20.9 | 20.9 | 30.5 | 30.5 | 30.5 |
| LOS by Move: | D | D | D | D | D | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 1 | 1 | 1 | 1 | 0 | 11 | 11 | 11 | 9 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #501: Finch Road and Vallco Pkey (CUP)



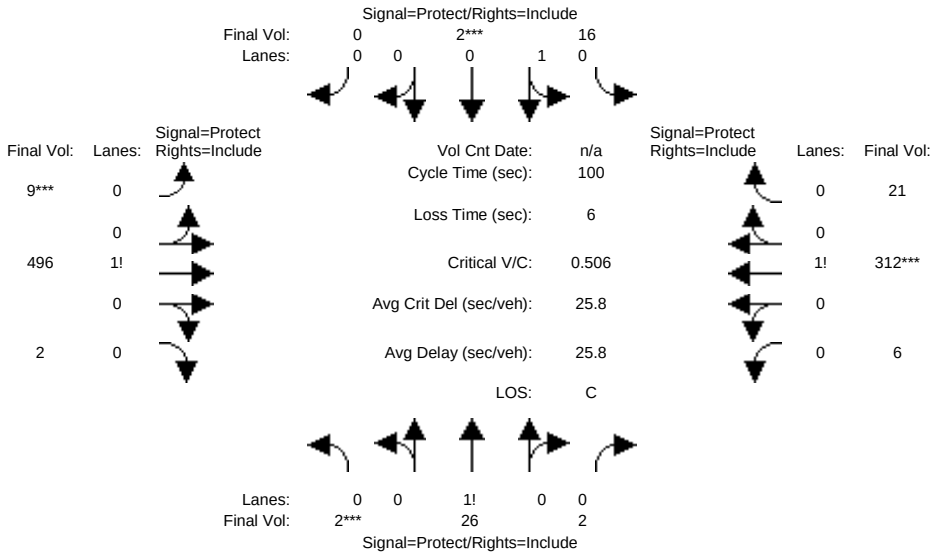

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 223 | 2 | 6 | 256 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 223 | 2 | 6 | 256 | 21 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 54 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 6 | 0 |
| Initial Fut: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 503 | 2 | 6 | 316 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 503 | 2 | 6 | 316 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 503 | 2 | 6 | 316 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 503 | 2 | 6 | 316 | 21 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.91 | 0.99 | 0.91 | 0.88 | 0.96 | 0.92 | 0.92 | 1.00 | 0.92 | 0.91 | 0.99 | 0.91 |
| Lanes: | 0.07 | 0.86 | 0.07 | 0.90 | 0.10 | 0.00 | 0.02 | 0.97 | 0.01 | 0.02 | 0.91 | 0.07 |
| Final Sat.: | 124 | 1609 | 124 | 1502 | 188 | 0 | 33 | 1852 | 7 | 33 | 1723 | 115 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.01 | 0.00 | 0.27 | 0.27 | 0.27 | 0.18 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 0.0 | 46.0 | 46.0 | 46.0 | 31.0 | 31.0 | 31.0 |
| Volume/Cap: | 0.23 | 0.16 | 0.16 | 0.15 | 0.11 | 0.00 | 0.59 | 0.59 | 0.59 | 0.59 | 0.59 | 0.59 |
| Uniform Del: | 44.0 | 41.2 | 41.2 | 43.7 | 40.9 | 0.0 | 20.0 | 20.0 | 20.0 | 29.1 | 29.1 | 29.1 |
| IncremntDel: | 0.9 | 0.4 | 0.4 | 0.6 | 0.3 | 0.0 | 1.1 | 1.1 | 1.1 | 1.6 | 1.6 | 1.6 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 44.9 | 41.6 | 41.6 | 44.3 | 41.2 | 0.0 | 21.1 | 21.1 | 21.1 | 30.7 | 30.7 | 30.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.9 | 41.6 | 41.6 | 44.3 | 41.2 | 0.0 | 21.1 | 21.1 | 21.1 | 30.7 | 30.7 | 30.7 |
| LOS by Move: | D | D | D | D | D | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 1 | 1 | 1 | 1 | 0 | 12 | 12 | 12 | 9 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #501: Finch Road and Vallco Pkey (CUP)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 224 | 2 | 6 | 258 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 224 | 2 | 6 | 258 | 21 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 54 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 496 | 2 | 6 | 312 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 496 | 2 | 6 | 312 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 496 | 2 | 6 | 312 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 496 | 2 | 6 | 312 | 21 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.91 | 0.99 | 0.91 | 0.88 | 0.96 | 0.92 | 0.92 | 1.00 | 0.92 | 0.91 | 0.99 | 0.91 |
| Lanes: | 0.07 | 0.86 | 0.07 | 0.90 | 0.10 | 0.00 | 0.02 | 0.97 | 0.01 | 0.02 | 0.91 | 0.07 |
| Final Sat.: | 124 | 1609 | 124 | 1502 | 188 | 0 | 34 | 1852 | 7 | 33 | 1721 | 116 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.01 | 0.00 | 0.27 | 0.27 | 0.27 | 0.18 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 0.0 | 45.9 | 45.9 | 45.9 | 31.1 | 31.1 | 31.1 |
| Volume/Cap: | 0.23 | 0.16 | 0.16 | 0.15 | 0.11 | 0.00 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 |
| Delay/Veh: | 44.9 | 41.6 | 41.6 | 44.3 | 41.2 | 0.0 | 21.0 | 21.0 | 21.0 | 30.5 | 30.5 | 30.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.9 | 41.6 | 41.6 | 44.3 | 41.2 | 0.0 | 21.0 | 21.0 | 21.0 | 30.5 | 30.5 | 30.5 |
| LOS by Move: | D | D | D | D | D | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 1 | 1 | 1 | 1 | 0 | 11 | 11 | 11 | 9 | 9 | 9 |

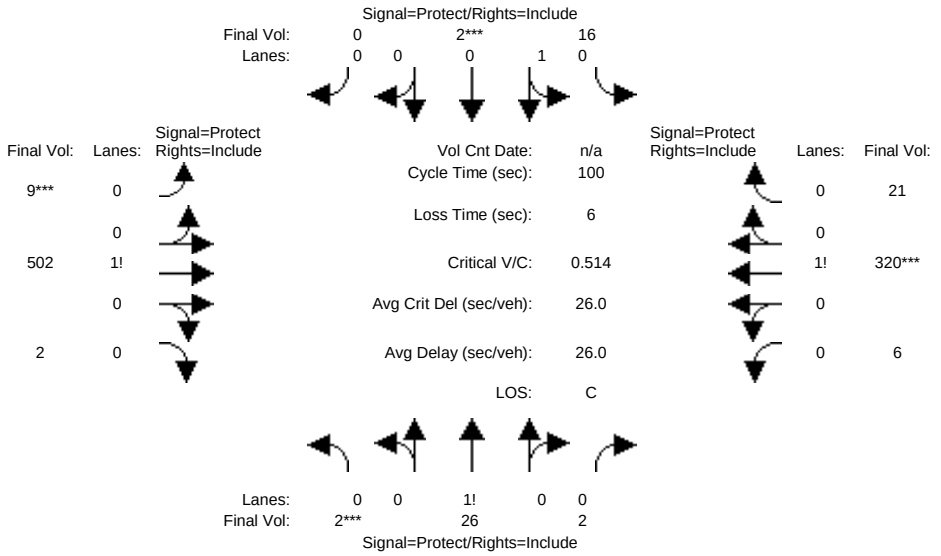
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #501: Finch Road and Vallco Pkey (CUP)




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 224 | 2 | 6 | 258 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 224 | 2 | 6 | 258 | 21 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 54 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 8 | 0 |
| Initial Fut: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 502 | 2 | 6 | 320 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 502 | 2 | 6 | 320 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 502 | 2 | 6 | 320 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 2 | 26 | 2 | 16 | 2 | 0 | 9 | 502 | 2 | 6 | 320 | 21 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.91 | 0.99 | 0.91 | 0.88 | 0.96 | 0.92 | 0.92 | 1.00 | 0.92 | 0.91 | 0.99 | 0.91 |
| Lanes: | 0.07 | 0.86 | 0.07 | 0.90 | 0.10 | 0.00 | 0.02 | 0.97 | 0.01 | 0.02 | 0.92 | 0.06 |
| Final Sat.: | 124 | 1609 | 124 | 1502 | 188 | 0 | 33 | 1852 | 7 | 32 | 1725 | 113 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.01 | 0.00 | 0.27 | 0.27 | 0.27 | 0.19 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 10.0 | 10.0 | 7.0 | 10.0 | 0.0 | 45.7 | 45.7 | 45.7 | 31.3 | 31.3 | 31.3 |
| Volume/Cap: | 0.23 | 0.16 | 0.16 | 0.15 | 0.11 | 0.00 | 0.59 | 0.59 | 0.59 | 0.59 | 0.59 | 0.59 |
| Delay/Veh: | 44.9 | 41.6 | 41.6 | 44.3 | 41.2 | 0.0 | 21.3 | 21.3 | 21.3 | 30.6 | 30.6 | 30.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.9 | 41.6 | 41.6 | 44.3 | 41.2 | 0.0 | 21.3 | 21.3 | 21.3 | 30.6 | 30.6 | 30.6 |
| LOS by Move: | D | D | D | D | D | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 1 | 1 | 1 | 1 | 0 | 12 | 12 | 12 | 9 | 9 | 9 |

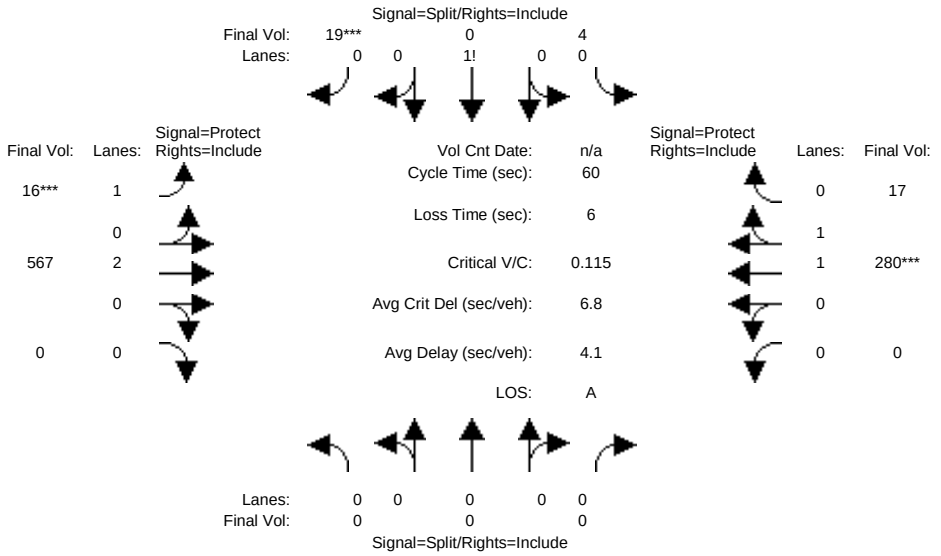
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd AM

## Intersection #504: Perimeter Rd & Vallco Pkwy



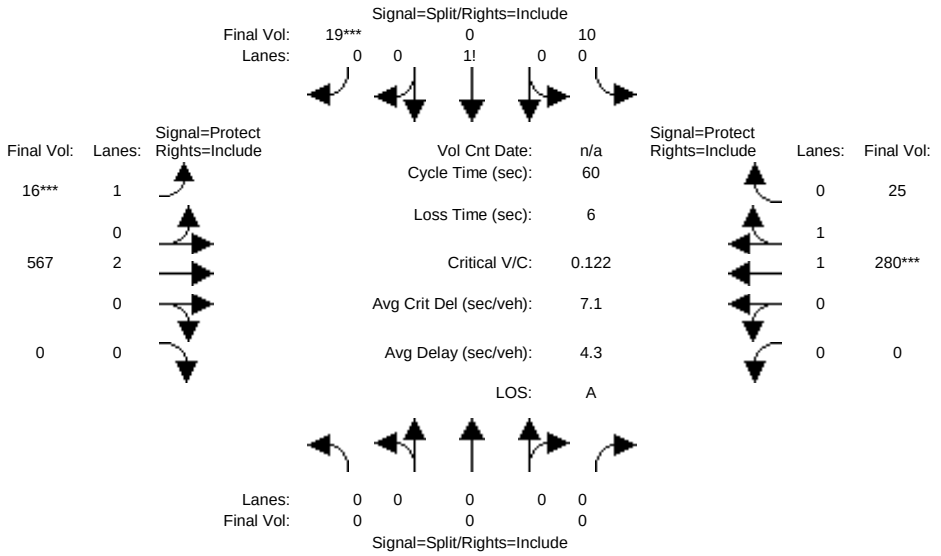

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 295 | 0 | 0 | 226 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 295 | 0 | 0 | 226 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 54 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 567 | 0 | 0 | 280 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 567 | 0 | 0 | 280 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 567 | 0 | 0 | 280 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 567 | 0 | 0 | 280 | 17 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.81 | 1.00 | 0.81 | 0.88 | 1.00 | 0.92 | 0.92 | 0.99 | 0.91 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.83 | 1.00 | 2.00 | 0.00 | 0.00 | 1.88 | 0.12 |
| Final Sat.: | 0 | 0 | 0 | 268 | 0 | 1272 | 1663 | 3800 | 0 | 0 | 3533 | 214 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.15 | 0.00 | 0.00 | 0.08 | 0.08 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 | 7.0 | 44.0 | 0.0 | 0.0 | 37.0 | 37.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.08 | 0.20 | 0.00 | 0.00 | 0.13 | 0.13 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 21.1 | 0.0 | 21.1 | 23.6 | 2.5 | 0.0 | 0.0 | 4.8 | 4.8 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.3 | 0.0 | 21.3 | 23.8 | 2.5 | 0.0 | 0.0 | 4.8 | 4.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.3 | 0.0 | 21.3 | 23.8 | 2.5 | 0.0 | 0.0 | 4.8 | 4.8 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + Proj AM

## Intersection #504: Perimeter Rd & Vallco Pkwy



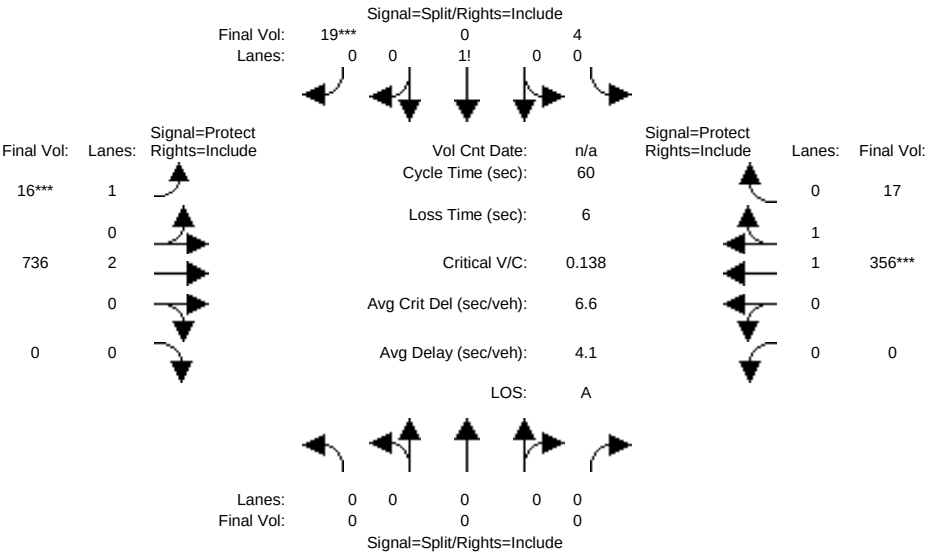

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 295 | 0 | 0 | 226 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 295 | 0 | 0 | 226 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 54 | 0 |
| Hyatt: | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 567 | 0 | 0 | 280 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 567 | 0 | 0 | 280 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 567 | 0 | 0 | 280 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 567 | 0 | 0 | 280 | 25 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.88 | 1.00 | 0.92 | 0.92 | 0.99 | 0.91 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.66 | 1.00 | 2.00 | 0.00 | 0.00 | 1.82 | 0.18 |
| Final Sat.: | 0 | 0 | 0 | 541 | 0 | 1028 | 1663 | 3800 | 0 | 0 | 3423 | 306 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.15 | 0.00 | 0.00 | 0.08 | 0.08 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 | 7.0 | 44.0 | 0.0 | 0.0 | 37.0 | 37.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.11 | 0.08 | 0.20 | 0.00 | 0.00 | 0.13 | 0.13 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 21.2 | 0.0 | 21.2 | 23.6 | 2.5 | 0.0 | 0.0 | 4.8 | 4.8 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 21.4 | 23.8 | 2.5 | 0.0 | 0.0 | 4.8 | 4.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 21.4 | 23.8 | 2.5 | 0.0 | 0.0 | 4.8 | 4.8 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

## Intersection #504: Perimeter Rd & Vallco Pkwy



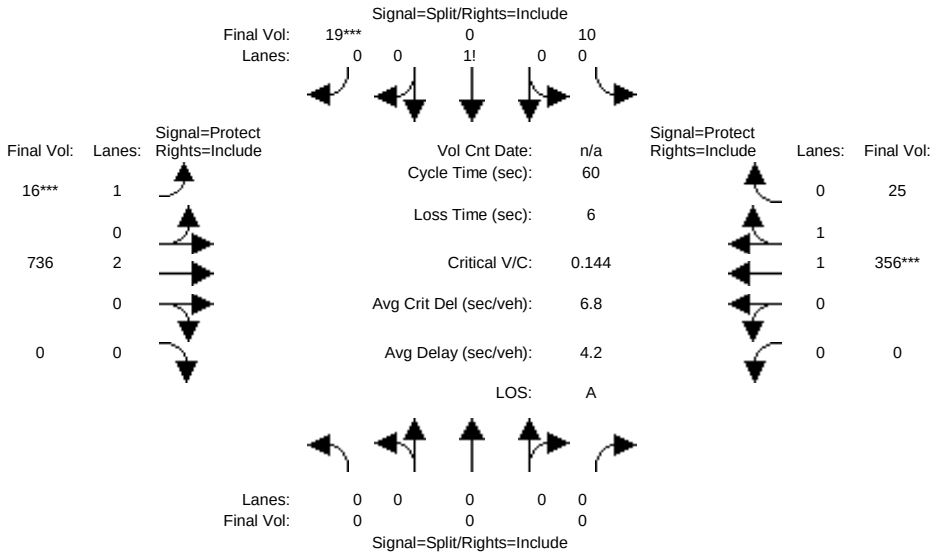

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 464 | 0 | 0 | 302 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 464 | 0 | 0 | 302 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 54 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 736 | 0 | 0 | 356 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 736 | 0 | 0 | 356 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 736 | 0 | 0 | 356 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 736 | 0 | 0 | 356 | 17 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.81 | 1.00 | 0.81 | 0.88 | 1.00 | 0.92 | 0.92 | 0.99 | 0.91 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.83 | 1.00 | 2.00 | 0.00 | 0.00 | 1.90 | 0.10 |
| Final Sat.: | 0 | 0 | 0 | 268 | 0 | 1272 | 1663 | 3800 | 0 | 0 | 3587 | 171 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.19 | 0.00 | 0.00 | 0.10 | 0.10 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 | 7.0 | 44.0 | 0.0 | 0.0 | 37.0 | 37.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.08 | 0.26 | 0.00 | 0.00 | 0.16 | 0.16 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.3 | 0.0 | 21.3 | 23.8 | 2.7 | 0.0 | 0.0 | 4.9 | 4.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.3 | 0.0 | 21.3 | 23.8 | 2.7 | 0.0 | 0.0 | 4.9 | 4.9 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Proj AM

## Intersection #504: Perimeter Rd & Vallco Pkwy




| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 464 | 0 | 0 | 302 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 19 | 16 | 464 | 0 | 0 | 302 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 54 | 0 |
| Hyatt: | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 736 | 0 | 0 | 356 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 736 | 0 | 0 | 356 | 25 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 736 | 0 | 0 | 356 | 25 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 10 | 0 | 19 | 16 | 736 | 0 | 0 | 356 | 25 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.88 | 1.00 | 0.92 | 0.92 | 0.99 | 0.91 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.66 | 1.00 | 2.00 | 0.00 | 0.00 | 1.86 | 0.14 |
| Final Sat.: | 0 | 0 | 0 | 541 | 0 | 1028 | 1663 | 3800 | 0 | 0 | 3495 | 245 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.19 | 0.00 | 0.00 | 0.10 | 0.10 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 | 7.0 | 44.0 | 0.0 | 0.0 | 37.0 | 37.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.11 | 0.08 | 0.26 | 0.00 | 0.00 | 0.17 | 0.17 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 21.4 | 23.8 | 2.7 | 0.0 | 0.0 | 4.9 | 4.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 21.4 | 23.8 | 2.7 | 0.0 | 0.0 | 4.9 | 4.9 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 1 |

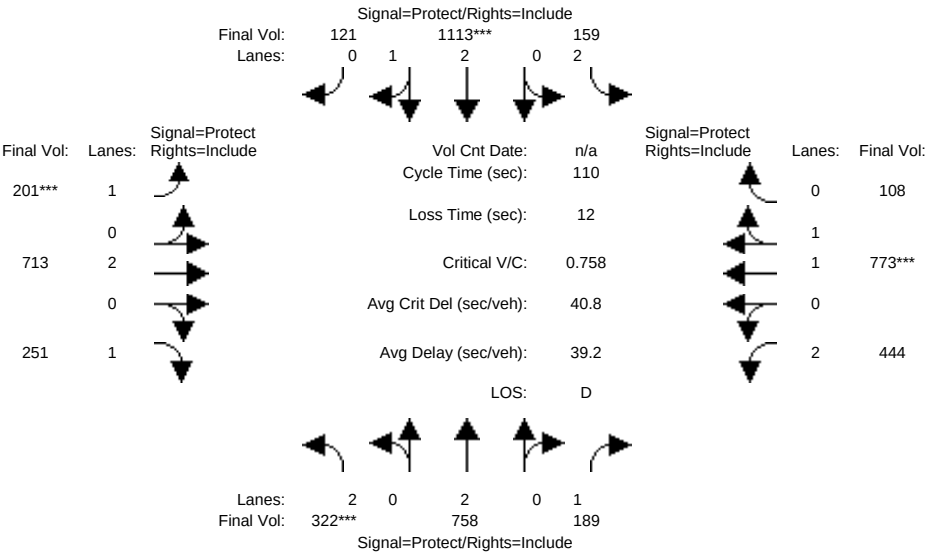
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



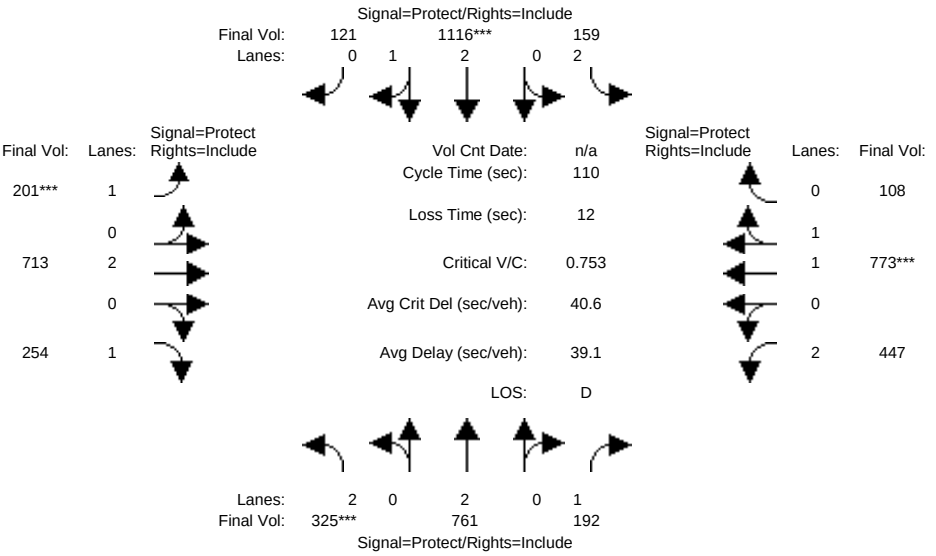

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.69 | 0.31 | 1.00 | 2.00 | 1.00 | 2.00 | 1.75 | 0.25 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 5050 | 549 | 1750 | 3800 | 1750 | 3150 | 3246 | 454 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.20 | 0.11 | 0.05 | 0.22 | 0.22 | 0.11 | 0.19 | 0.14 | 0.14 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 14.8 | 35.5 | 35.5 | 11.3 | 32.0 | 32.0 | 16.7 | 29.2 | 29.2 | 22.0 | 34.5 | 34.5 |
| Volume/Cap: | 0.76 | 0.62 | 0.33 | 0.49 | 0.76 | 0.76 | 0.76 | 0.71 | 0.54 | 0.71 | 0.76 | 0.76 |
| Uniform Del: | 45.9 | 31.5 | 28.3 | 46.6 | 35.5 | 35.5 | 44.7 | 36.5 | 34.6 | 41.0 | 34.0 | 34.0 |
| IncremntDel: | 7.7 | 1.0 | 0.4 | 1.2 | 2.1 | 2.1 | 11.9 | 2.3 | 1.3 | 3.7 | 2.9 | 2.9 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 53.6 | 32.5 | 28.7 | 47.8 | 37.6 | 37.6 | 56.7 | 38.8 | 35.9 | 44.7 | 36.9 | 36.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 53.6 | 32.5 | 28.7 | 47.8 | 37.6 | 37.6 | 56.7 | 38.8 | 35.9 | 44.7 | 36.9 | 36.9 |
| LOS by Move: | D | C | C | D | D | D | E | D | D | D | D | D |
| HCM2kAvgQ: | 7 | 11 | 5 | 3 | 13 | 13 | 7 | 11 | 8 | 8 | 14 | 14 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



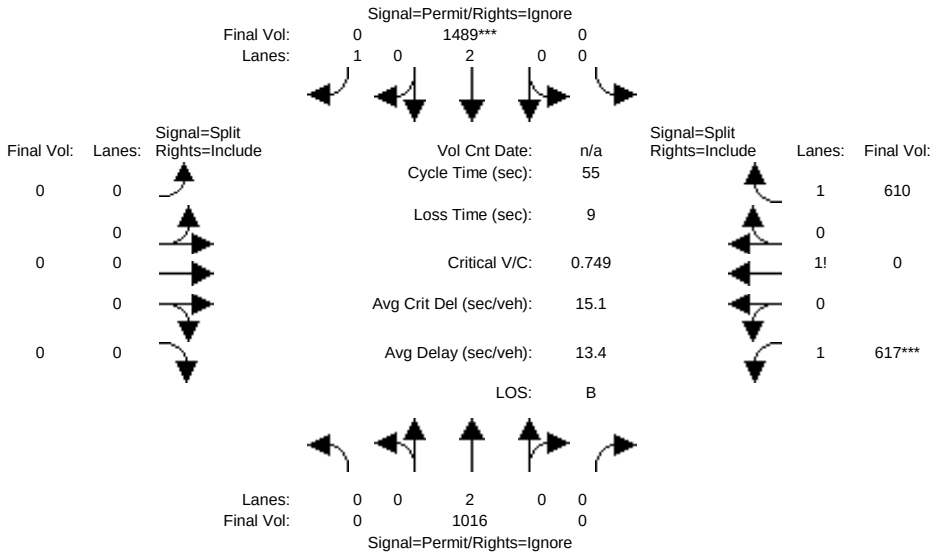

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 3 | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Initial Fut: | 325 | 761 | 192 | 159 | 1116 | 121 | 201 | 713 | 254 | 447 | 773 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 325 | 761 | 192 | 159 | 1116 | 121 | 201 | 713 | 254 | 447 | 773 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 325 | 761 | 192 | 159 | 1116 | 121 | 201 | 713 | 254 | 447 | 773 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 325 | 761 | 192 | 159 | 1116 | 121 | 201 | 713 | 254 | 447 | 773 | 108 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.68 | 0.32 | 1.00 | 2.00 | 1.00 | 2.00 | 1.74 | 0.26 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 5100 | 553 | 1750 | 3800 | 1750 | 3150 | 3299 | 461 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.20 | 0.11 | 0.05 | 0.22 | 0.22 | 0.11 | 0.19 | 0.15 | 0.14 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 15.1 | 35.7 | 35.7 | 11.3 | 32.0 | 32.0 | 16.8 | 29.0 | 29.0 | 22.0 | 34.2 | 34.2 |
| Volume/Cap: | 0.75 | 0.62 | 0.34 | 0.49 | 0.75 | 0.75 | 0.75 | 0.71 | 0.55 | 0.71 | 0.75 | 0.75 |
| Delay/Veh: | 53.0 | 32.3 | 28.6 | 47.8 | 37.5 | 37.5 | 56.1 | 39.1 | 36.3 | 44.9 | 36.9 | 36.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 53.0 | 32.3 | 28.6 | 47.8 | 37.5 | 37.5 | 56.1 | 39.1 | 36.3 | 44.9 | 36.9 | 36.9 |
| LOS by Move: | D | C | C | D | D | D | E | D | D | D | D | D |
| HCM2kAvgQ: | 7 | 11 | 5 | 3 | 13 | 13 | 7 | 11 | 8 | 8 | 14 | 14 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)




| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1016 | 440 | 0 | 1489 | 702 | 0 | 0 | 0 | 617 | 0 | 610 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1016 | 440 | 0 | 1489 | 702 | 0 | 0 | 0 | 617 | 0 | 610 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1016 | 440 | 0 | 1489 | 702 | 0 | 0 | 0 | 617 | 0 | 610 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1016 | 0 | 0 | 1489 | 0 | 0 | 0 | 0 | 617 | 0 | 610 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1016 | 0 | 0 | 1489 | 0 | 0 | 0 | 0 | 617 | 0 | 610 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1016 | 0 | 0 | 1489 | 0 | 0 | 0 | 0 | 617 | 0 | 610 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.50 | 0.00 | 1.50 |
| Final Sat.: | 0 | 3700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 2630 | 0 | 2620 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 |
| Crit Moves: | | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 28.8 | 0.0 | 0.0 | 28.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 17.2 |
| Volume/Cap: | 0.00 | 0.52 | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.75 | 0.00 | 0.74 |
| Uniform Del: | 0.0 | 8.6 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 16.9 | 0.0 | 16.9 |
| IncremntDel: | 0.0 | 0.3 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 1.9 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 8.9 | 0.0 | 0.0 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18.9 | 0.0 | 18.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 8.9 | 0.0 | 0.0 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 18.9 | 0.0 | 18.8 |
| LOS by Move: | A | A | A | A | B | A | A | A | A | B | A | B |
| HCM2kAvgQ: | 0 | 6 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |

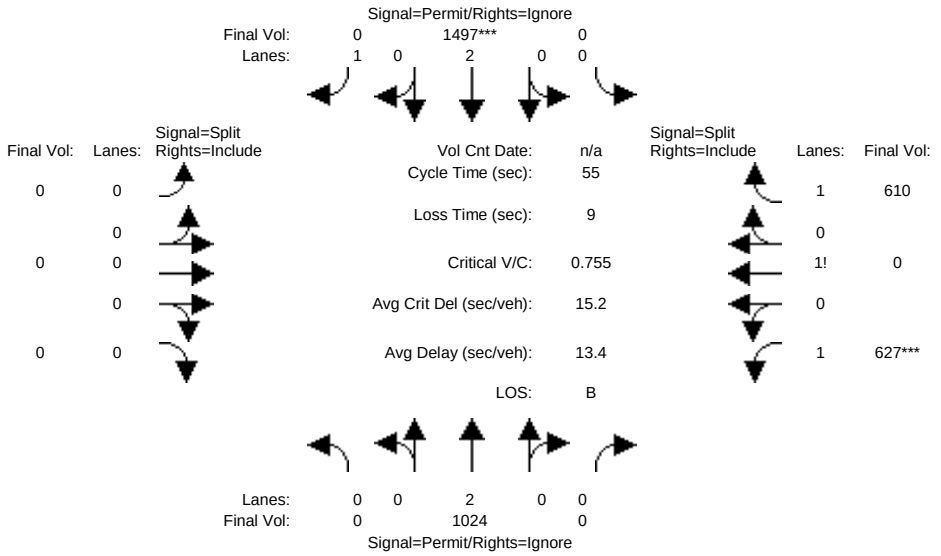
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)




| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1016 | 440 | 0 | 1489 | 702 | 0 | 0 | 0 | 617 | 0 | 610 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1016 | 440 | 0 | 1489 | 702 | 0 | 0 | 0 | 617 | 0 | 610 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Initial Fut: | 0 | 1024 | 440 | 0 | 1497 | 702 | 0 | 0 | 0 | 627 | 0 | 610 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1024 | 0 | 0 | 1497 | 0 | 0 | 0 | 0 | 627 | 0 | 610 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1024 | 0 | 0 | 1497 | 0 | 0 | 0 | 0 | 627 | 0 | 610 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1024 | 0 | 0 | 1497 | 0 | 0 | 0 | 0 | 627 | 0 | 610 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.51 | 0.00 | 1.49 |
| Final Sat.: | 0 | 3800 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 2637 | 0 | 2613 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.23 |
| Crit Moves: | | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 28.7 | 0.0 | 0.0 | 28.7 | 0.0 | 0.0 | 0.0 | 0.0 | 17.3 | 0.0 | 17.3 |
| Volume/Cap: | 0.00 | 0.52 | 0.00 | 0.00 | 0.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.76 | 0.00 | 0.74 |
| Delay/Veh: | 0.0 | 8.9 | 0.0 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19.0 | 0.0 | 18.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 8.9 | 0.0 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19.0 | 0.0 | 18.7 |
| LOS by Move: | A | A | A | A | B | A | A | A | A | B | A | B |
| HCM2kAvgQ: | 0 | 6 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |

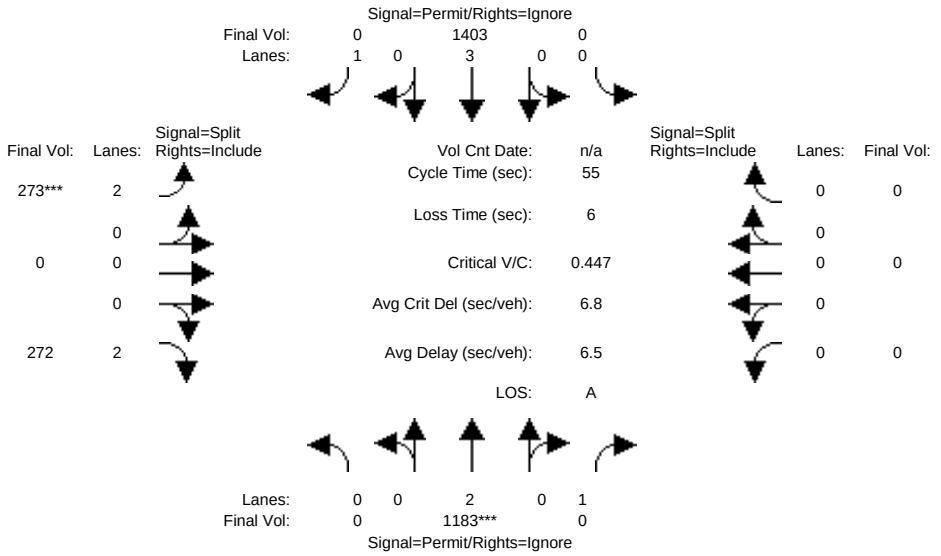
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



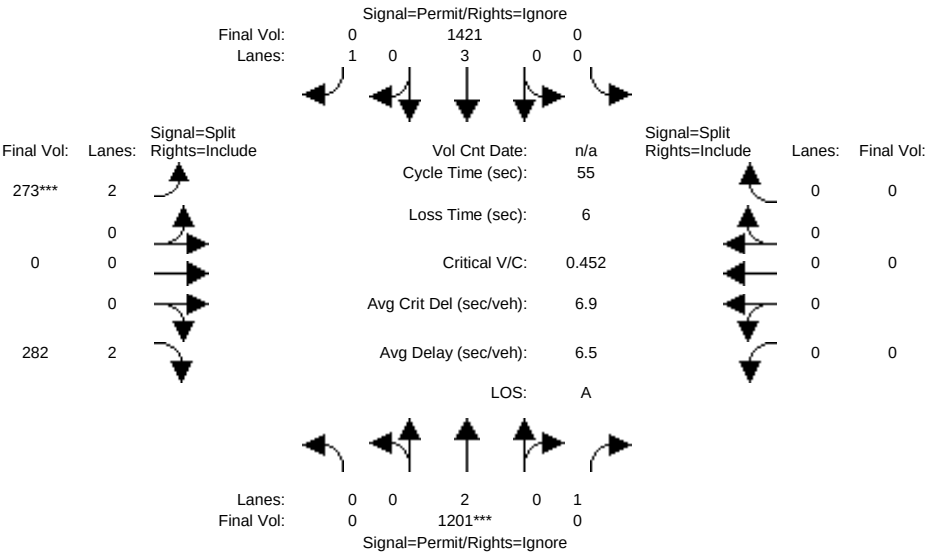

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1183 | 560 | 0 | 1403 | 703 | 273 | 0 | 272 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1183 | 560 | 0 | 1403 | 703 | 273 | 0 | 272 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1183 | 560 | 0 | 1403 | 703 | 273 | 0 | 272 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1183 | 0 | 0 | 1403 | 0 | 273 | 0 | 272 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1183 | 0 | 0 | 1403 | 0 | 273 | 0 | 272 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1183 | 0 | 0 | 1403 | 0 | 273 | 0 | 272 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.00 | 0.00 | 0.25 | 0.00 | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 38.3 | 0.0 | 0.0 | 38.3 | 0.0 | 10.7 | 0.0 | 10.7 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.45 | 0.00 | 0.00 | 0.35 | 0.00 | 0.45 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 3.7 | 0.0 | 0.0 | 3.4 | 0.0 | 19.6 | 0.0 | 19.6 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 3.8 | 0.0 | 0.0 | 3.4 | 0.0 | 20.1 | 0.0 | 20.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 3.8 | 0.0 | 0.0 | 3.4 | 0.0 | 20.1 | 0.0 | 20.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



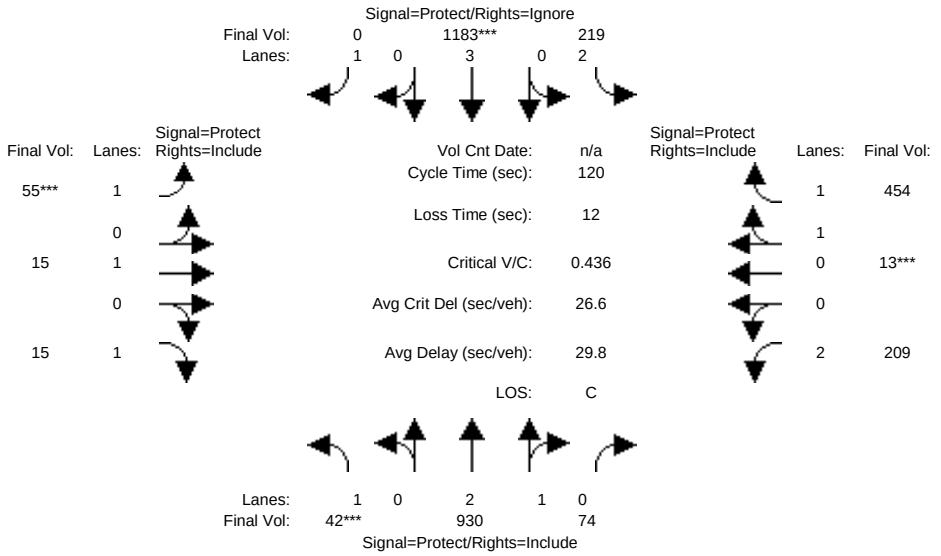

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1183 | 560 | 0 | 1403 | 703 | 273 | 0 | 272 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1183 | 560 | 0 | 1403 | 703 | 273 | 0 | 272 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 18 | 9 | 0 | 18 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1201 | 569 | 0 | 1421 | 703 | 273 | 0 | 282 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1201 | 0 | 0 | 1421 | 0 | 273 | 0 | 282 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1201 | 0 | 0 | 1421 | 0 | 273 | 0 | 282 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1201 | 0 | 0 | 1421 | 0 | 273 | 0 | 282 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.00 | 0.00 | 0.25 | 0.00 | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 38.2 | 0.0 | 0.0 | 38.2 | 0.0 | 10.8 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.46 | 0.00 | 0.00 | 0.36 | 0.00 | 0.44 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 3.9 | 0.0 | 0.0 | 3.5 | 0.0 | 19.9 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 3.9 | 0.0 | 0.0 | 3.5 | 0.0 | 19.9 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | B | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)



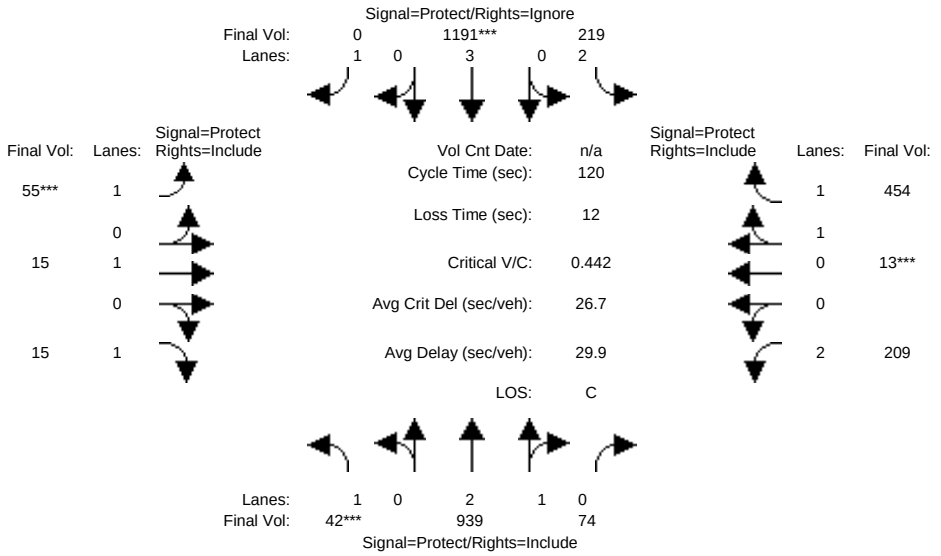

| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 42 | 930 | 74 | 219 | 1183 | 52 | 55 | 15 | 15 | 209 | 13 | 454 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 930 | 74 | 219 | 1183 | 52 | 55 | 15 | 15 | 209 | 13 | 454 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 930 | 74 | 219 | 1183 | 52 | 55 | 15 | 15 | 209 | 13 | 454 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 42 | 930 | 74 | 219 | 1183 | 0 | 55 | 15 | 15 | 209 | 13 | 454 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 930 | 74 | 219 | 1183 | 0 | 55 | 15 | 15 | 209 | 13 | 454 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 42 | 930 | 74 | 219 | 1183 | 0 | 55 | 15 | 15 | 209 | 13 | 454 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.77 | 0.23 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.06 | 1.94 |
| Final Sat.: | 1750 | 5187 | 413 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 100 | 3500 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.18 | 0.07 | 0.21 | 0.00 | 0.03 | 0.01 | 0.01 | 0.07 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 46.0 | 46.0 | 17.8 | 56.9 | 0.0 | 8.6 | 24.6 | 24.6 | 19.6 | 35.5 | 35.5 |
| Volume/Cap: | 0.41 | 0.47 | 0.47 | 0.47 | 0.44 | 0.00 | 0.44 | 0.04 | 0.04 | 0.41 | 0.44 | 0.44 |
| Uniform Del: | 54.5 | 27.8 | 27.8 | 46.7 | 21.0 | 0.0 | 53.4 | 38.2 | 38.3 | 45.0 | 34.2 | 34.2 |
| IncremntDel: | 2.7 | 0.2 | 0.2 | 0.7 | 0.1 | 0.0 | 2.4 | 0.0 | 0.0 | 0.5 | 0.3 | 0.3 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 57.2 | 28.0 | 28.0 | 47.5 | 21.1 | 0.0 | 55.8 | 38.3 | 38.3 | 45.5 | 34.4 | 34.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.2 | 28.0 | 28.0 | 47.5 | 21.1 | 0.0 | 55.8 | 38.3 | 38.3 | 45.5 | 34.4 | 34.4 |
| LOS by Move: | E | C | C | D | C | A | E | D | D | D | C | C |
| HCM2kAvgQ: | 2 | 9 | 9 | 4 | 9 | 0 | 3 | 0 | 0 | 4 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)




| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 42 | 930 | 74 | 219 | 1183 | 52 | 55 | 15 | 15 | 209 | 13 | 454 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 930 | 74 | 219 | 1183 | 52 | 55 | 15 | 15 | 209 | 13 | 454 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 9 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 939 | 74 | 219 | 1191 | 52 | 55 | 15 | 15 | 209 | 13 | 454 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 42 | 939 | 74 | 219 | 1191 | 0 | 55 | 15 | 15 | 209 | 13 | 454 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 939 | 74 | 219 | 1191 | 0 | 55 | 15 | 15 | 209 | 13 | 454 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 42 | 939 | 74 | 219 | 1191 | 0 | 55 | 15 | 15 | 209 | 13 | 454 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.76 | 0.24 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.05 | 1.95 |
| Final Sat.: | 1750 | 5251 | 414 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 98 | 3410 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.18 | 0.07 | 0.21 | 0.00 | 0.03 | 0.01 | 0.01 | 0.07 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 7.0 | 45.7 | 45.7 | 17.8 | 56.5 | 0.0 | 8.5 | 24.8 | 24.8 | 19.7 | 36.0 | 36.0 |
| Volume/Cap: | 0.41 | 0.47 | 0.47 | 0.47 | 0.44 | 0.00 | 0.44 | 0.04 | 0.04 | 0.40 | 0.44 | 0.44 |
| Delay/Veh: | 57.2 | 28.2 | 28.2 | 47.5 | 21.4 | 0.0 | 56.0 | 38.1 | 38.2 | 45.4 | 34.2 | 34.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.2 | 28.2 | 28.2 | 47.5 | 21.4 | 0.0 | 56.0 | 38.1 | 38.2 | 45.4 | 34.2 | 34.2 |
| LOS by Move: | E | C | C | D | C | A | E | D | D | D | C | C |
| HCM2kAvgQ: | 2 | 9 | 9 | 4 | 9 | 0 | 3 | 0 | 0 | 4 | 7 | 7 |

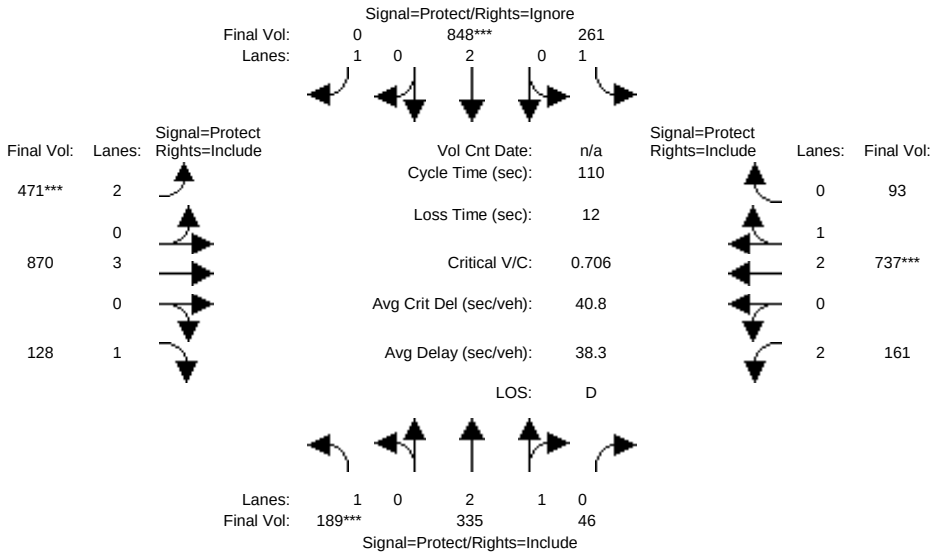
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)



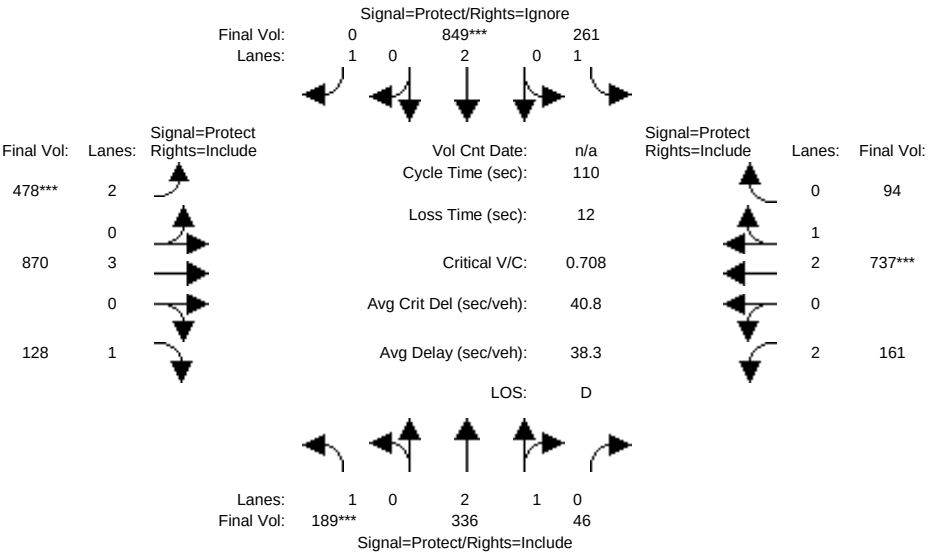

| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 189 | 335 | 46 | 261 | 848 | 444 | 471 | 870 | 128 | 161 | 737 | 93 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 189 | 335 | 46 | 261 | 848 | 444 | 471 | 870 | 128 | 161 | 737 | 93 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 189 | 335 | 46 | 261 | 848 | 444 | 471 | 870 | 128 | 161 | 737 | 93 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 189 | 335 | 46 | 261 | 848 | 0 | 471 | 870 | 128 | 161 | 737 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 189 | 335 | 46 | 261 | 848 | 0 | 471 | 870 | 128 | 161 | 737 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 189 | 335 | 46 | 261 | 848 | 0 | 471 | 870 | 128 | 161 | 737 | 93 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 0.99 | 0.95 |
| Lanes: | 1.00 | 2.62 | 0.38 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.65 | 0.35 |
| Final Sat.: | 1750 | 4923 | 676 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4972 | 627 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.07 | 0.07 | 0.15 | 0.22 | 0.00 | 0.15 | 0.15 | 0.07 | 0.05 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 16.8 | 19.5 | 19.5 | 32.1 | 34.8 | 0.0 | 23.3 | 32.7 | 32.7 | 13.7 | 23.1 | 23.1 |
| Volume/Cap: | 0.71 | 0.38 | 0.38 | 0.51 | 0.71 | 0.00 | 0.71 | 0.51 | 0.25 | 0.41 | 0.71 | 0.71 |
| Uniform Del: | 44.2 | 39.9 | 39.9 | 32.5 | 33.1 | 0.0 | 40.2 | 32.0 | 29.3 | 44.5 | 40.3 | 40.3 |
| IncremntDel: | 8.3 | 0.2 | 0.2 | 0.9 | 1.9 | 0.0 | 3.5 | 0.3 | 0.2 | 0.7 | 2.0 | 2.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 52.6 | 40.2 | 40.2 | 33.3 | 35.1 | 0.0 | 43.6 | 32.3 | 29.5 | 45.2 | 42.3 | 42.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.6 | 40.2 | 40.2 | 33.3 | 35.1 | 0.0 | 43.6 | 32.3 | 29.5 | 45.2 | 42.3 | 42.3 |
| LOS by Move: | D | D | D | C | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 8 | 4 | 4 | 8 | 13 | 0 | 10 | 8 | 4 | 3 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)




| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 189 | 335 | 46 | 261 | 848 | 444 | 471 | 870 | 128 | 161 | 737 | 93 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 189 | 335 | 46 | 261 | 848 | 444 | 471 | 870 | 128 | 161 | 737 | 93 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 1 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 1 |
| Initial Fut: | 189 | 336 | 46 | 261 | 849 | 450 | 478 | 870 | 128 | 161 | 737 | 94 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 189 | 336 | 46 | 261 | 849 | 0 | 478 | 870 | 128 | 161 | 737 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 189 | 336 | 46 | 261 | 849 | 0 | 478 | 870 | 128 | 161 | 737 | 94 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 189 | 336 | 46 | 261 | 849 | 0 | 478 | 870 | 128 | 161 | 737 | 94 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.61 | 0.39 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.64 | 0.36 |
| Final Sat.: | 1750 | 4962 | 679 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 5007 | 639 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.07 | 0.07 | 0.15 | 0.22 | 0.00 | 0.15 | 0.15 | 0.07 | 0.05 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 16.8 | 19.5 | 19.5 | 32.0 | 34.7 | 0.0 | 23.6 | 32.8 | 32.8 | 13.7 | 22.9 | 22.9 |
| Volume/Cap: | 0.71 | 0.38 | 0.38 | 0.51 | 0.71 | 0.00 | 0.71 | 0.51 | 0.25 | 0.41 | 0.71 | 0.71 |
| Delay/Veh: | 52.7 | 40.2 | 40.2 | 33.4 | 35.1 | 0.0 | 43.5 | 32.2 | 29.5 | 45.2 | 42.5 | 42.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.7 | 40.2 | 40.2 | 33.4 | 35.1 | 0.0 | 43.5 | 32.2 | 29.5 | 45.2 | 42.5 | 42.5 |
| LOS by Move: | D | D | D | C | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 8 | 4 | 4 | 8 | 13 | 0 | 10 | 8 | 4 | 3 | 9 | 9 |

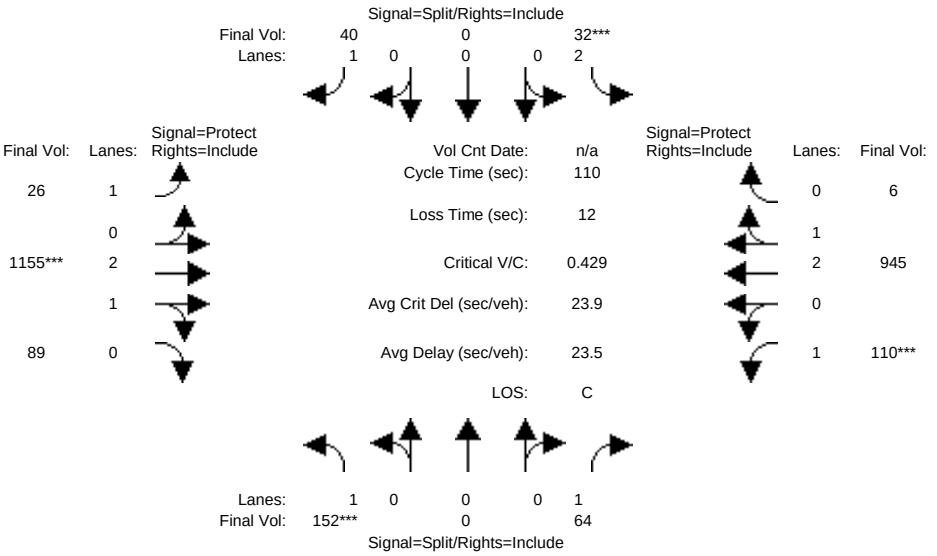
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)



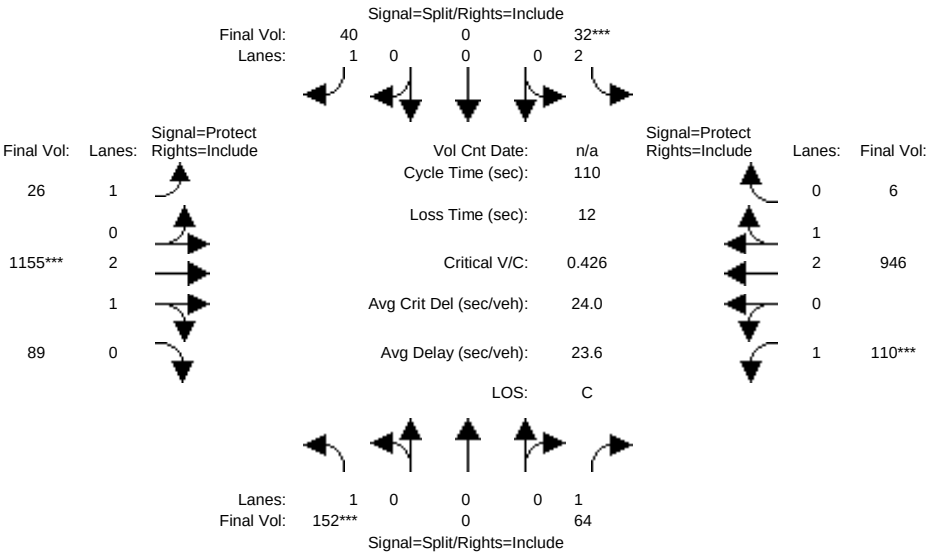

| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 945 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 945 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 945 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 945 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 945 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 945 | 6 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.78 | 0.22 | 1.00 | 2.98 | 0.02 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 5199 | 401 | 1750 | 5565 | 35 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.00 | 0.04 | 0.01 | 0.00 | 0.02 | 0.01 | 0.22 | 0.22 | 0.06 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 20.6 | 0.0 | 20.6 | 10.0 | 0.0 | 10.0 | 18.4 | 52.6 | 52.6 | 14.9 | 49.1 | 49.1 |
| Volume/Cap: | 0.46 | 0.00 | 0.20 | 0.11 | 0.00 | 0.25 | 0.09 | 0.46 | 0.46 | 0.46 | 0.38 | 0.38 |
| Uniform Del: | 39.8 | 0.0 | 37.7 | 45.9 | 0.0 | 46.5 | 38.7 | 19.3 | 19.3 | 43.9 | 20.3 | 20.3 |
| IncremntDel: | 1.0 | 0.0 | 0.3 | 0.2 | 0.0 | 0.8 | 0.1 | 0.1 | 0.1 | 1.4 | 0.1 | 0.1 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 40.9 | 0.0 | 38.0 | 46.1 | 0.0 | 47.4 | 38.9 | 19.4 | 19.4 | 45.3 | 20.4 | 20.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.9 | 0.0 | 38.0 | 46.1 | 0.0 | 47.4 | 38.9 | 19.4 | 19.4 | 45.3 | 20.4 | 20.4 |
| LOS by Move: | D | A | D | D | A | D | D | B | B | D | C | C |
| HCM2kAvgQ: | 5 | 0 | 2 | 1 | 0 | 2 | 1 | 9 | 9 | 4 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)




| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 945 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 945 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Initial Fut: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 946 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 946 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 946 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 152 | 0 | 64 | 32 | 0 | 40 | 26 | 1155 | 89 | 110 | 946 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.77 | 0.23 | 1.00 | 2.98 | 0.02 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 5260 | 405 | 1750 | 5661 | 36 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.00 | 0.04 | 0.01 | 0.00 | 0.02 | 0.01 | 0.22 | 0.22 | 0.06 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 20.7 | 0.0 | 20.7 | 10.0 | 0.0 | 10.0 | 18.6 | 52.3 | 52.3 | 15.0 | 48.7 | 48.7 |
| Volume/Cap: | 0.46 | 0.00 | 0.19 | 0.11 | 0.00 | 0.25 | 0.09 | 0.46 | 0.46 | 0.46 | 0.38 | 0.38 |
| Delay/Veh: | 40.7 | 0.0 | 37.9 | 46.1 | 0.0 | 47.4 | 38.7 | 19.5 | 19.5 | 45.2 | 20.6 | 20.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.7 | 0.0 | 37.9 | 46.1 | 0.0 | 47.4 | 38.7 | 19.5 | 19.5 | 45.2 | 20.6 | 20.6 |
| LOS by Move: | D | A | D | D | A | D | D | B | B | D | C | C |
| HCM2kAvgQ: | 5 | 0 | 2 | 1 | 0 | 2 | 1 | 9 | 9 | 4 | 7 | 7 |

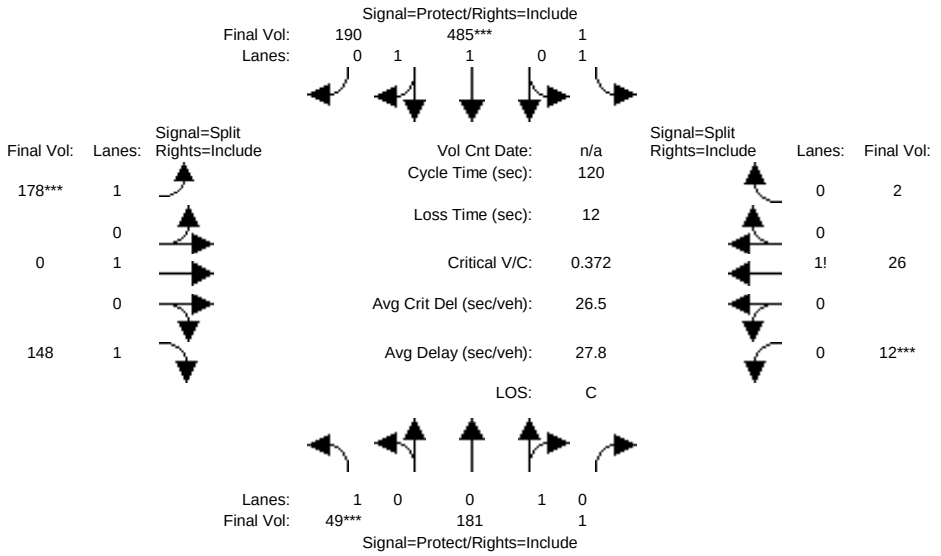
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

## Intersection #31: Tantau Avenue and Vallco Parkwy (CUP)



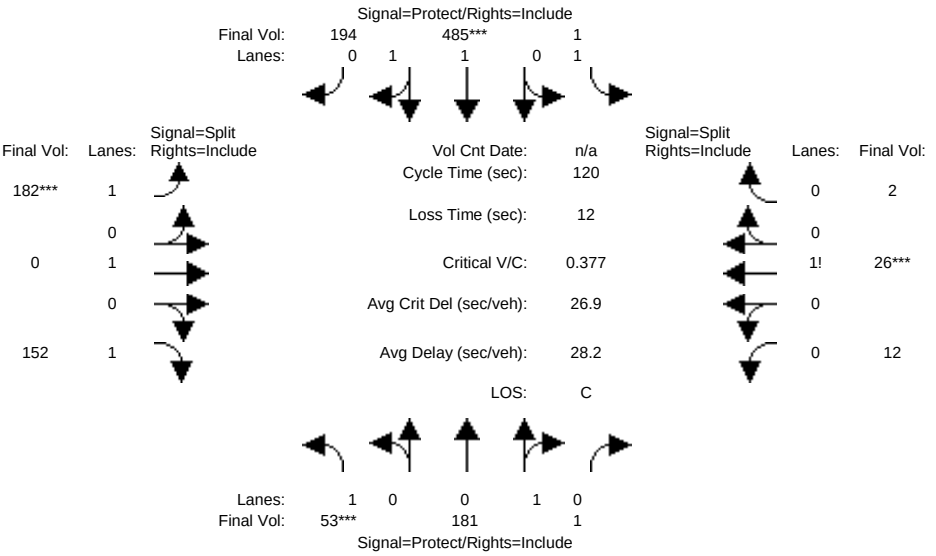

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 49 | 181 | 1 | 1 | 485 | 190 | 178 | 0 | 148 | 12 | 26 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 181 | 1 | 1 | 485 | 190 | 178 | 0 | 148 | 12 | 26 | 2 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 181 | 1 | 1 | 485 | 190 | 178 | 0 | 148 | 12 | 26 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 181 | 1 | 1 | 485 | 190 | 178 | 0 | 148 | 12 | 26 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 181 | 1 | 1 | 485 | 190 | 178 | 0 | 148 | 12 | 26 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 49 | 181 | 1 | 1 | 485 | 190 | 178 | 0 | 148 | 12 | 26 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 1.42 | 0.58 | 1.00 | 1.00 | 1.00 | 0.30 | 0.65 | 0.05 |
| Final Sat.: | 1750 | 1790 | 10 | 1750 | 2658 | 1041 | 1750 | 1900 | 1750 | 525 | 1138 | 88 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.10 | 0.10 | 0.00 | 0.18 | 0.18 | 0.10 | 0.00 | 0.08 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | **** | | |
| Green Time: | 8.8 | 41.9 | 41.9 | 24.2 | 57.3 | 57.3 | 31.9 | 0.0 | 31.9 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.38 | 0.29 | 0.29 | 0.00 | 0.38 | 0.38 | 0.38 | 0.00 | 0.32 | 0.27 | 0.27 | 0.27 |
| Uniform Del: | 53.0 | 28.3 | 28.3 | 38.3 | 20.0 | 20.0 | 36.0 | 0.0 | 35.3 | 51.6 | 51.6 | 51.6 |
| IncremntDel: | 1.9 | 0.3 | 0.3 | 0.0 | 0.1 | 0.1 | 0.5 | 0.0 | 0.4 | 1.0 | 1.0 | 1.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 54.9 | 28.5 | 28.5 | 38.3 | 20.2 | 20.2 | 36.5 | 0.0 | 35.7 | 52.6 | 52.6 | 52.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.9 | 28.5 | 28.5 | 38.3 | 20.2 | 20.2 | 36.5 | 0.0 | 35.7 | 52.6 | 52.6 | 52.6 |
| LOS by Move: | D | C | C | D | C | C | D | A | D | D | D | D |
| HCM2kAvgQ: | 2 | 5 | 5 | 0 | 8 | 8 | 6 | 0 | 5 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

## Intersection #31: Tantau Avenue and Vallco Parkwy (CUP)



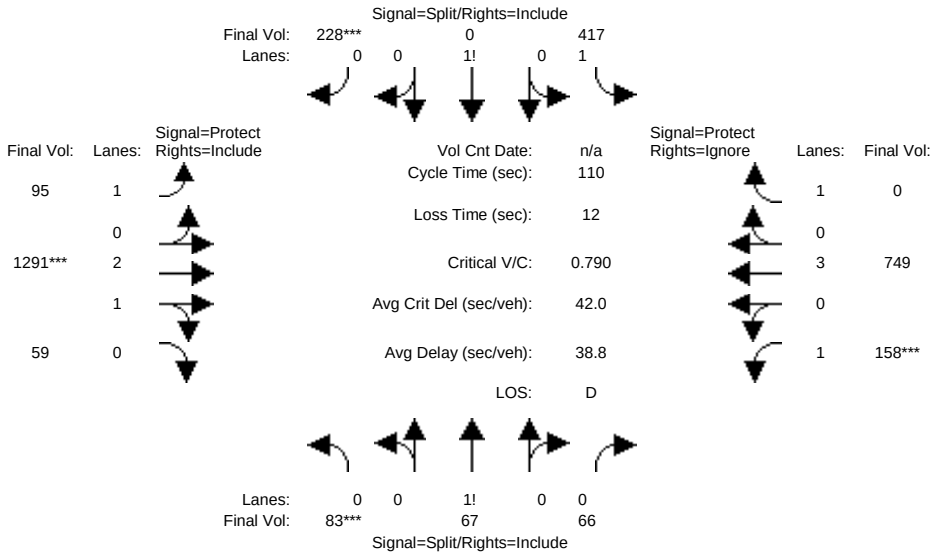

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 49 | 181 | 1 | 1 | 485 | 190 | 178 | 0 | 148 | 12 | 26 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 181 | 1 | 1 | 485 | 190 | 178 | 0 | 148 | 12 | 26 | 2 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 | 0 | 0 | 0 |
| Initial Fut: | 53 | 181 | 1 | 1 | 485 | 194 | 182 | 0 | 152 | 12 | 26 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 181 | 1 | 1 | 485 | 194 | 182 | 0 | 152 | 12 | 26 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 181 | 1 | 1 | 485 | 194 | 182 | 0 | 152 | 12 | 26 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 181 | 1 | 1 | 485 | 194 | 182 | 0 | 152 | 12 | 26 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 1.39 | 0.61 | 1.00 | 1.00 | 1.00 | 0.32 | 0.63 | 0.05 |
| Final Sat.: | 1750 | 1889 | 10 | 1750 | 2649 | 1060 | 1750 | 1900 | 1750 | 553 | 1199 | 92 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.10 | 0.10 | 0.00 | 0.18 | 0.18 | 0.10 | 0.00 | 0.09 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 9.4 | 41.0 | 41.0 | 24.9 | 56.5 | 56.5 | 32.1 | 0.0 | 32.1 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.39 | 0.28 | 0.28 | 0.00 | 0.39 | 0.39 | 0.39 | 0.00 | 0.32 | 0.26 | 0.26 | 0.26 |
| Delay/Veh: | 54.4 | 29.0 | 29.0 | 37.7 | 20.7 | 20.7 | 36.5 | 0.0 | 35.6 | 52.4 | 52.4 | 52.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.4 | 29.0 | 29.0 | 37.7 | 20.7 | 20.7 | 36.5 | 0.0 | 35.6 | 52.4 | 52.4 | 52.4 |
| LOS by Move: | D | C | C | D | C | C | D | A | D | D | D | D |
| HCM2kAvgQ: | 2 | 5 | 5 | 0 | 8 | 8 | 6 | 0 | 5 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



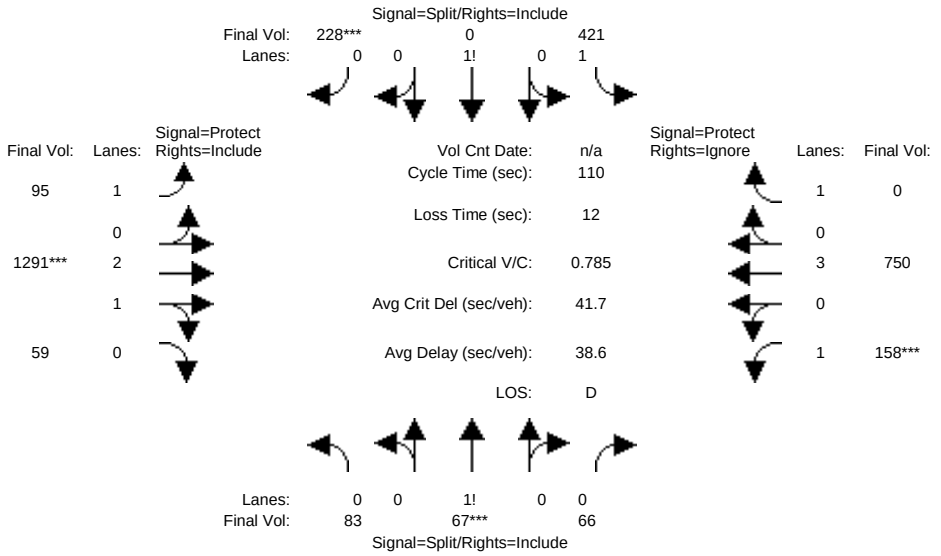

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 83 | 67 | 66 | 417 | 0 | 228 | 95 | 1291 | 59 | 158 | 749 | 69 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 83 | 67 | 66 | 417 | 0 | 228 | 95 | 1291 | 59 | 158 | 749 | 69 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 83 | 67 | 66 | 417 | 0 | 228 | 95 | 1291 | 59 | 158 | 749 | 69 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 83 | 67 | 66 | 417 | 0 | 228 | 95 | 1291 | 59 | 158 | 749 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 67 | 66 | 417 | 0 | 228 | 95 | 1291 | 59 | 158 | 749 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 83 | 67 | 66 | 417 | 0 | 228 | 95 | 1291 | 59 | 158 | 749 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.38 | 0.31 | 0.31 | 1.48 | 0.00 | 0.52 | 1.00 | 2.86 | 0.14 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 672 | 543 | 535 | 2586 | 0 | 914 | 1750 | 5355 | 245 | 1750 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.12 | 0.16 | 0.00 | 0.25 | 0.05 | 0.24 | 0.24 | 0.09 | 0.13 | 0.00 |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |
| Green Time: | 17.2 | 17.2 | 17.2 | 34.7 | 0.0 | 34.7 | 15.0 | 33.5 | 33.5 | 12.6 | 31.1 | 0.0 |
| Volume/Cap: | 0.79 | 0.79 | 0.79 | 0.51 | 0.00 | 0.79 | 0.40 | 0.79 | 0.79 | 0.79 | 0.47 | 0.00 |
| Uniform Del: | 44.7 | 44.7 | 44.7 | 30.7 | 0.0 | 34.3 | 43.3 | 35.0 | 35.0 | 47.4 | 32.6 | 0.0 |
| IncremntDel: | 14.4 | 14.4 | 14.4 | 0.4 | 0.0 | 5.3 | 1.1 | 2.6 | 2.6 | 18.9 | 0.2 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 59.1 | 59.1 | 59.1 | 31.1 | 0.0 | 39.6 | 44.4 | 37.6 | 37.6 | 66.3 | 32.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.1 | 59.1 | 59.1 | 31.1 | 0.0 | 39.6 | 44.4 | 37.6 | 37.6 | 66.3 | 32.8 | 0.0 |
| LOS by Move: | E | E | E | C | A | D | D | D | D | E | C | A |
| HCM2kAvgQ: | 10 | 10 | 10 | 8 | 0 | 15 | 3 | 15 | 15 | 6 | 7 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



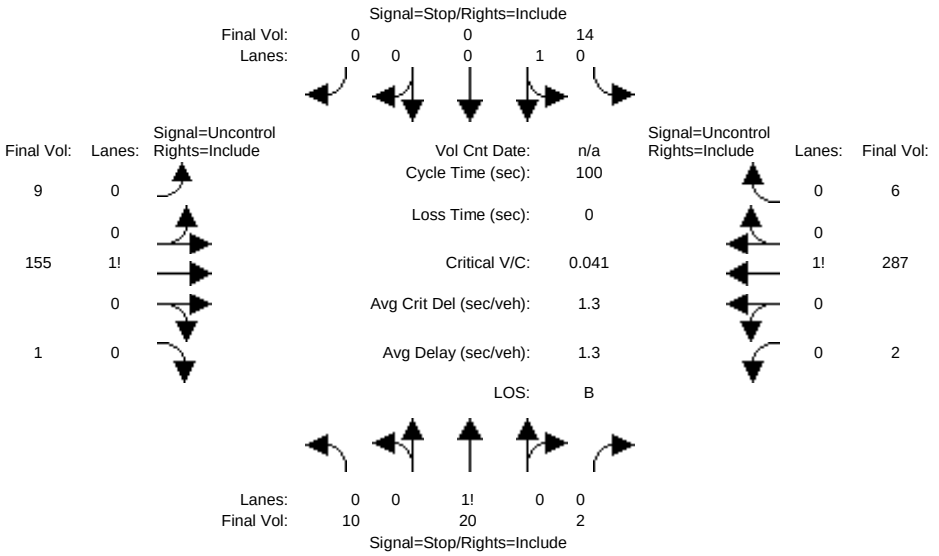

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 83 | 67 | 66 | 417 | 0 | 228 | 95 | 1291 | 59 | 158 | 749 | 69 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 83 | 67 | 66 | 417 | 0 | 228 | 95 | 1291 | 59 | 158 | 749 | 69 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Initial Fut: | 83 | 67 | 66 | 421 | 0 | 228 | 95 | 1291 | 59 | 158 | 750 | 73 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 83 | 67 | 66 | 421 | 0 | 228 | 95 | 1291 | 59 | 158 | 750 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 67 | 66 | 421 | 0 | 228 | 95 | 1291 | 59 | 158 | 750 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 83 | 67 | 66 | 421 | 0 | 228 | 95 | 1291 | 59 | 158 | 750 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.40 | 0.29 | 0.31 | 1.48 | 0.00 | 0.52 | 1.00 | 2.86 | 0.14 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 689 | 556 | 548 | 2590 | 0 | 910 | 1750 | 5431 | 248 | 1750 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.12 | 0.16 | 0.00 | 0.25 | 0.05 | 0.24 | 0.24 | 0.09 | 0.13 | 0.00 |
| Crit Moves: | | **** | | | | **** | | **** | | **** | | |
| Green Time: | 16.9 | 16.9 | 16.9 | 35.1 | 0.0 | 35.1 | 15.0 | 33.3 | 33.3 | 12.7 | 31.0 | 0.0 |
| Volume/Cap: | 0.78 | 0.78 | 0.78 | 0.51 | 0.00 | 0.78 | 0.40 | 0.78 | 0.78 | 0.78 | 0.47 | 0.00 |
| Delay/Veh: | 58.5 | 58.5 | 58.5 | 30.8 | 0.0 | 39.0 | 44.5 | 37.5 | 37.5 | 65.4 | 32.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.5 | 58.5 | 58.5 | 30.8 | 0.0 | 39.0 | 44.5 | 37.5 | 37.5 | 65.4 | 32.9 | 0.0 |
| LOS by Move: | E | E | E | C | A | D | D | D | D | E | C | A |
| HCM2kAvgQ: | 9 | 9 | 9 | 8 | 0 | 15 | 3 | 14 | 14 | 6 | 7 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

## Intersection #501: Finch Road and Vallco Pkwy




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 155 | 1 | 2 | 287 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 155 | 1 | 2 | 287 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 155 | 1 | 2 | 287 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 155 | 1 | 2 | 287 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 155 | 1 | 2 | 287 | 6 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | 7.1 | 6.5 | 6.2 | 7.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | 3.5 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | 468 | 471 | 156 | 479 | xxxx | xxxxx | 293 | xxxx | xxxxx | 156 | xxxx | xxxxx |
| Potent Cap.: | 509 | 494 | 896 | 501 | xxxx | xxxxx | 1280 | xxxx | xxxxx | 1436 | xxxx | xxxxx |
| Move Cap.: | 506 | 490 | 896 | 481 | xxxx | xxxxx | 1280 | xxxx | xxxxx | 1436 | xxxx | xxxxx |
| Volume/Cap: | 0.02 | 0.04 | 0.00 | 0.03 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.00 | xxxx | xxxx |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.0 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | 12.7 | xxxx | xxxxx | 7.8 | xxxx | xxxxx | 7.5 | xxxx | xxxxx |
| LOS by Move: | * | * | * | B | * | * | A | * | * | A | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | 509 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 0.2 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 12.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | B | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 12.5 | | | 12.7 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | B | | | B | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

**********

Intersection #501 Finch Road and Vallco Pkwy

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | South Bound | East Bound | West Bound |
|---|---|---|---|---|

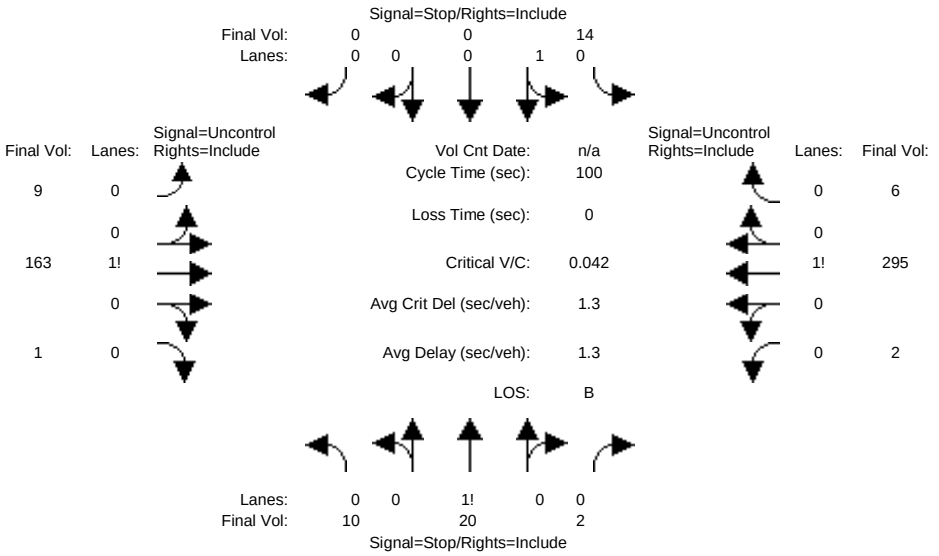
```
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    1  0  0  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   10   20     2    14    0     0     9  155     1     2  287     6
ApproachDel:      12.5             12.7           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=506]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=506]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #501 Finch Road and Vallco Pkwy
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    1  0  0  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   10   20     2    14    0     0     9  155     1     2  287     6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             460
Minor Approach Volume:           32
Minor Approach Volume Threshold: 427
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P PM

## Intersection #501: Finch Road and Vallco Pkwy




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 155 | 1 | 2 | 287 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 155 | 1 | 2 | 287 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 |
| Initial Fut: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 163 | 1 | 2 | 295 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 163 | 1 | 2 | 295 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 163 | 1 | 2 | 295 | 6 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 7.1 | 6.5 | 6.2 | 7.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | 3.5 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 484 | 487 | 164 | 495 | xxxx | xxxxx | 301 | xxxx | xxxxx | 164 | xxxx | xxxxx |
| Potent Cap.: | 497 | 484 | 886 | 489 | xxxx | xxxxx | 1272 | xxxx | xxxxx | 1427 | xxxx | xxxxx |
| Move Cap.: | 494 | 480 | 886 | 469 | xxxx | xxxxx | 1272 | xxxx | xxxxx | 1427 | xxxx | xxxxx |
| Volume/Cap: | 0.02 | 0.04 | 0.00 | 0.03 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.00 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | 0.0 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | 12.9 | xxxx | xxxxx | 7.9 | xxxx | xxxxx | 7.5 | xxxx | xxxxx |
| LOS by Move: | * | * | * | B | * | * | A | * | * | A | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | 499 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 0.2 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 12.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | B | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 12.7 | | | 12.9 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | B | | | B | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

**********

Intersection #501 Finch Road and Vallco Pkwy

**********

Future Volume Alternative: Peak Hour Warrant NOT Met

| Approach: | North Bound | South Bound | East Bound | West Bound |
|---|---|---|---|---|

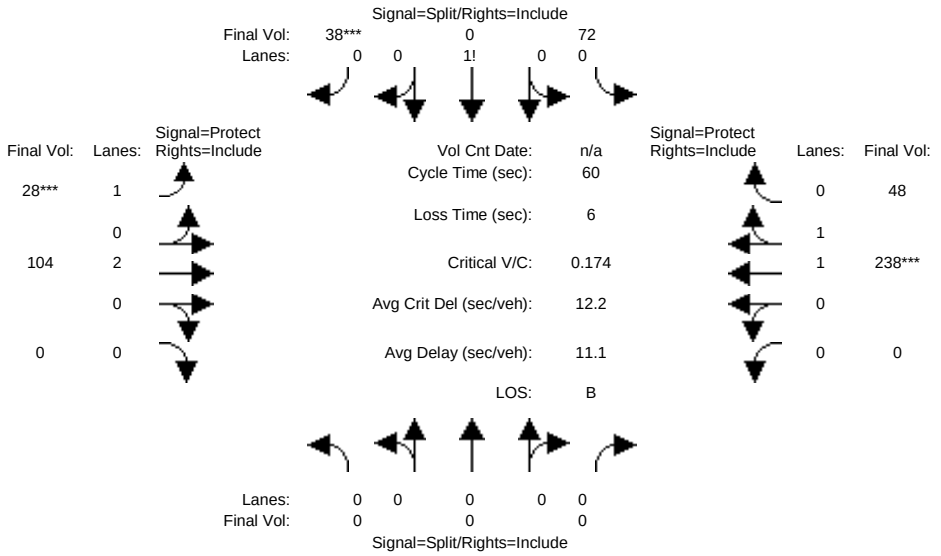
```
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    1  0  0  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   10   20     2    14    0     0     9  163     1     2  295     6
ApproachDel:      12.7             12.9           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=522]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=522]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #501 Finch Road and Vallco Pkwy
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    1  0  0  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   10   20     2    14    0     0     9  163     1     2  295     6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             476
Minor Approach Volume:           32
Minor Approach Volume Threshold: 417
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

## Intersection #504: Perimeter Road and Vallco Pkwy (CUP)



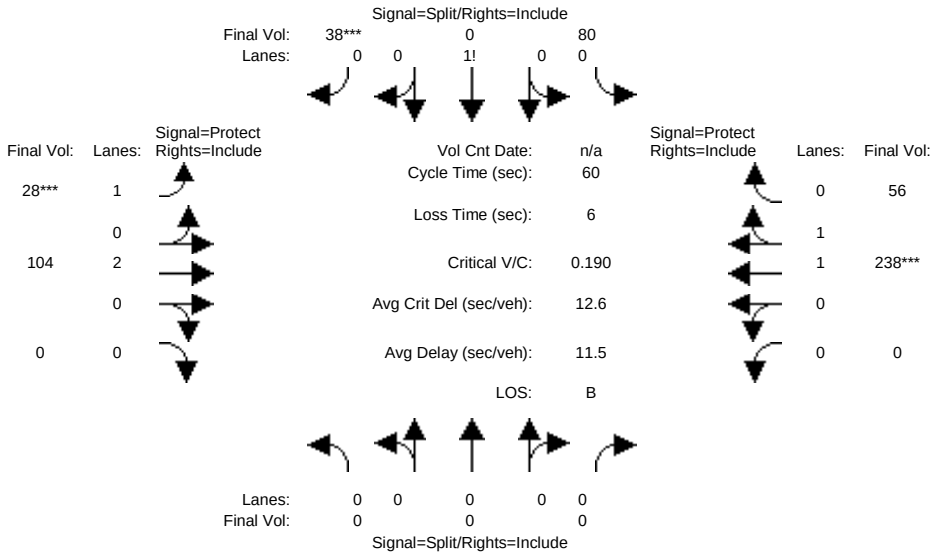

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 48 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.35 | 1.00 | 2.00 | 0.00 | 0.00 | 1.66 | 0.34 |
| Final Sat.: | 0 | 0 | 0 | 1145 | 0 | 605 | 1750 | 3800 | 0 | 0 | 3079 | 621 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.06 | 0.02 | 0.03 | 0.00 | 0.00 | 0.08 | 0.08 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 21.1 | 0.0 | 21.1 | 7.0 | 32.9 | 0.0 | 0.0 | 25.9 | 25.9 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.18 | 0.14 | 0.05 | 0.00 | 0.00 | 0.18 | 0.18 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 13.5 | 0.0 | 13.5 | 23.8 | 6.3 | 0.0 | 0.0 | 10.5 | 10.5 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 | 13.6 | 24.1 | 6.3 | 0.0 | 0.0 | 10.5 | 10.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 | 13.6 | 24.1 | 6.3 | 0.0 | 0.0 | 10.5 | 10.5 |
| LOS by Move: | A | A | A | B | A | B | C | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

## Intersection #504: Perimeter Road and Vallco Pkwy (CUP)



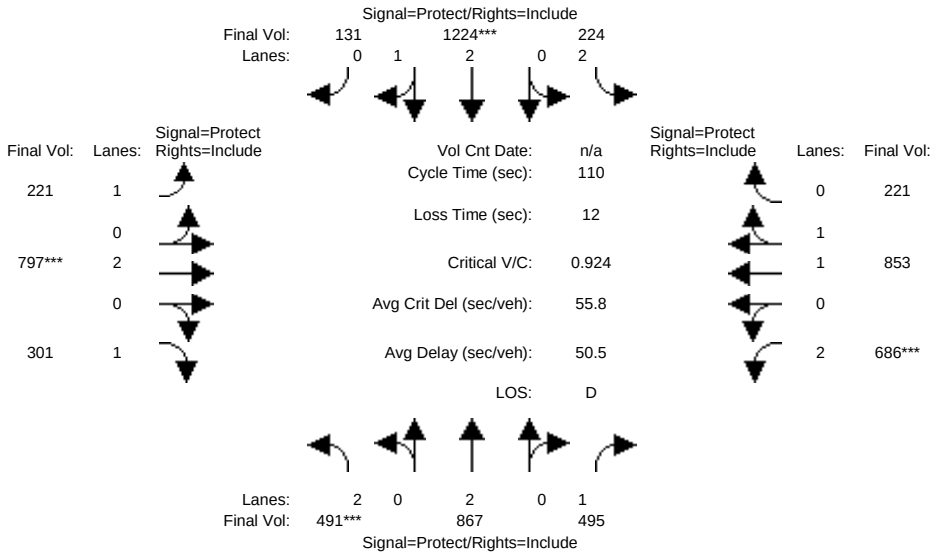

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Initial Fut: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 56 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 104 | 0 | 0 | 238 | 56 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.85 | 1.00 | 0.85 | 0.88 | 1.00 | 0.92 | 0.92 | 0.97 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.68 | 0.00 | 0.32 | 1.00 | 2.00 | 0.00 | 0.00 | 1.59 | 0.41 |
| Final Sat.: | 0 | 0 | 0 | 1098 | 0 | 522 | 1663 | 3800 | 0 | 0 | 2942 | 692 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.02 | 0.03 | 0.00 | 0.00 | 0.08 | 0.08 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 22.3 | 0.0 | 22.3 | 7.0 | 31.7 | 0.0 | 0.0 | 24.7 | 24.7 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 | 0.14 | 0.05 | 0.00 | 0.00 | 0.20 | 0.20 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 13.0 | 24.2 | 6.9 | 0.0 | 0.0 | 11.3 | 11.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 13.0 | 24.2 | 6.9 | 0.0 | 0.0 | 11.3 | 11.3 |
| LOS by Move: | A | A | A | B | A | B | C | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #18: Wolfe Road and Homestead Road (CUP)




| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| Added Vol: | 123 | 67 | 106 | 11 | 22 | 0 | 0 | 17 | 28 | 61 | 52 | 33 |
| App+Div: | 46 | 42 | 200 | 54 | 89 | 10 | 20 | 67 | 22 | 181 | 28 | 80 |
| Initial Fut: | 491 | 867 | 495 | 224 | 1224 | 131 | 221 | 797 | 301 | 686 | 853 | 221 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 491 | 867 | 495 | 224 | 1224 | 131 | 221 | 797 | 301 | 686 | 853 | 221 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 491 | 867 | 495 | 224 | 1224 | 131 | 221 | 797 | 301 | 686 | 853 | 221 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 491 | 867 | 495 | 224 | 1224 | 131 | 221 | 797 | 301 | 686 | 853 | 221 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.69 | 0.31 | 1.00 | 2.00 | 1.00 | 2.00 | 1.56 | 0.44 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 5107 | 547 | 1750 | 3800 | 1750 | 3150 | 2966 | 768 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.23 | 0.28 | 0.07 | 0.24 | 0.24 | 0.13 | 0.21 | 0.17 | 0.22 | 0.29 | 0.29 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 18.6 | 37.6 | 37.6 | 9.5 | 28.5 | 28.5 | 15.5 | 25.0 | 25.0 | 25.9 | 35.4 | 35.4 |
| Volume/Cap: | 0.92 | 0.67 | 0.83 | 0.83 | 0.92 | 0.92 | 0.89 | 0.92 | 0.76 | 0.92 | 0.89 | 0.89 |
| Uniform Del: | 45.0 | 30.8 | 33.2 | 49.5 | 39.7 | 39.7 | 46.4 | 41.6 | 39.7 | 41.1 | 35.5 | 35.5 |
| IncremntDel: | 22.0 | 1.3 | 9.3 | 18.5 | 10.1 | 10.1 | 31.0 | 15.4 | 8.2 | 17.2 | 8.9 | 8.9 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 67.0 | 32.2 | 42.5 | 68.0 | 49.8 | 49.8 | 77.5 | 56.9 | 47.9 | 58.3 | 44.4 | 44.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.0 | 32.2 | 42.5 | 68.0 | 49.8 | 49.8 | 77.5 | 56.9 | 47.9 | 58.3 | 44.4 | 44.4 |
| LOS by Move: | E | C | D | E | D | D | E | E | D | E | D | D |
| HCM2kAvgQ: | 9 | 11 | 15 | 5 | 16 | 16 | 9 | 14 | 10 | 14 | 18 | 18 |

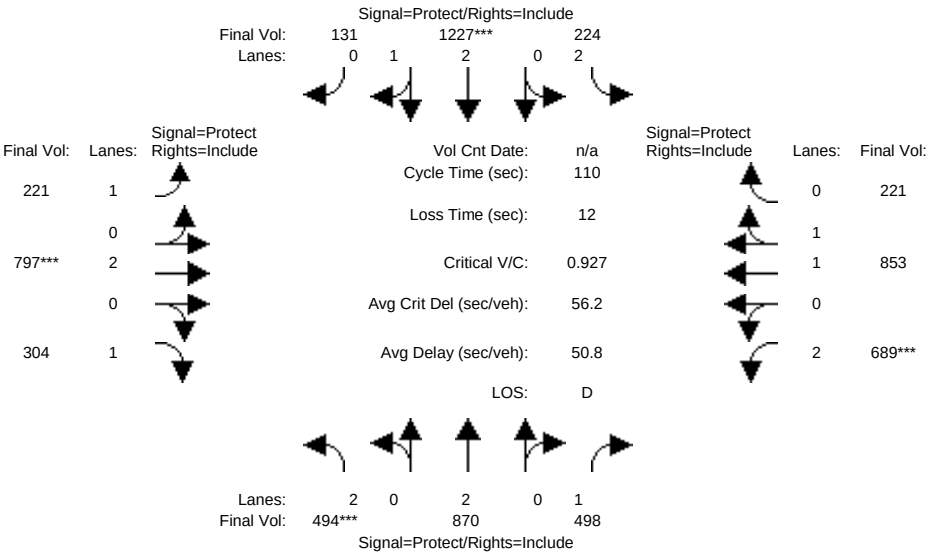
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



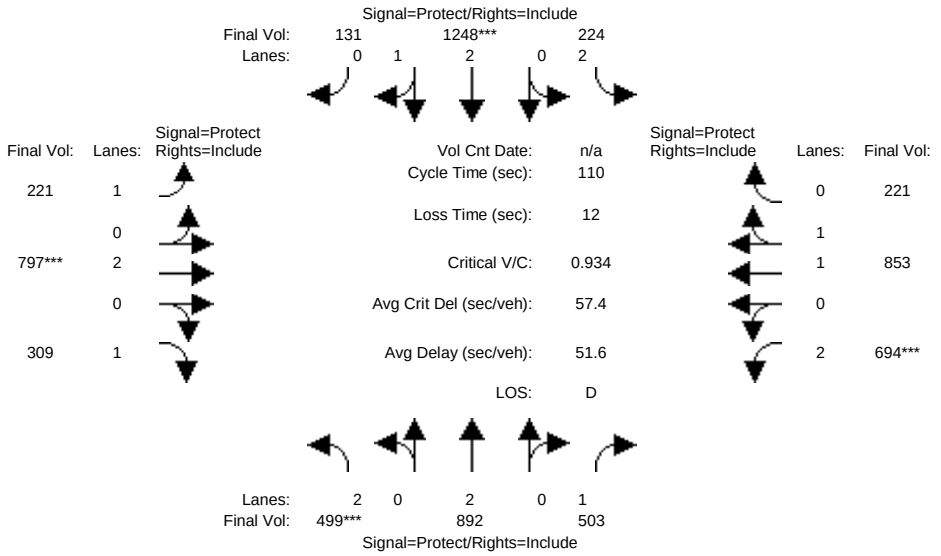

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 368 | 800 | 389 | 213 | 1202 | 131 | 221 | 780 | 273 | 625 | 801 | 188 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 368 | 800 | 389 | 213 | 1202 | 131 | 221 | 780 | 273 | 625 | 801 | 188 |
| Added Vol: | 123 | 67 | 106 | 11 | 22 | 0 | 0 | 17 | 28 | 61 | 52 | 33 |
| Hyatt: | 3 | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Initial Fut: | 494 | 870 | 498 | 224 | 1227 | 131 | 221 | 797 | 304 | 689 | 853 | 221 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 494 | 870 | 498 | 224 | 1227 | 131 | 221 | 797 | 304 | 689 | 853 | 221 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 494 | 870 | 498 | 224 | 1227 | 131 | 221 | 797 | 304 | 689 | 853 | 221 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 494 | 870 | 498 | 224 | 1227 | 131 | 221 | 797 | 304 | 689 | 853 | 221 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.69 | 0.31 | 1.00 | 2.00 | 1.00 | 2.00 | 1.56 | 0.44 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 5108 | 545 | 1750 | 3800 | 1750 | 3150 | 2966 | 768 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.23 | 0.28 | 0.07 | 0.24 | 0.24 | 0.13 | 0.21 | 0.17 | 0.22 | 0.29 | 0.29 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 18.6 | 37.7 | 37.7 | 9.4 | 28.5 | 28.5 | 15.5 | 24.9 | 24.9 | 26.0 | 35.3 | 35.3 |
| Volume/Cap: | 0.93 | 0.67 | 0.83 | 0.83 | 0.93 | 0.93 | 0.90 | 0.93 | 0.77 | 0.93 | 0.90 | 0.90 |
| Uniform Del: | 45.0 | 30.8 | 33.2 | 49.5 | 39.7 | 39.7 | 46.4 | 41.7 | 39.8 | 41.1 | 35.6 | 35.6 |
| IncremntDel: | 22.4 | 1.3 | 9.5 | 19.0 | 10.4 | 10.4 | 31.2 | 15.8 | 8.8 | 17.6 | 9.0 | 9.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 67.4 | 32.2 | 42.7 | 68.5 | 50.1 | 50.1 | 77.6 | 57.4 | 48.6 | 58.7 | 44.5 | 44.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.4 | 32.2 | 42.7 | 68.5 | 50.1 | 50.1 | 77.6 | 57.4 | 48.6 | 58.7 | 44.5 | 44.5 |
| LOS by Move: | E | C | D | E | D | D | E | E | D | E | D | D |
| HCM2kAvgQ: | 10 | 11 | 16 | 5 | 16 | 16 | 9 | 14 | 10 | 14 | 18 | 18 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



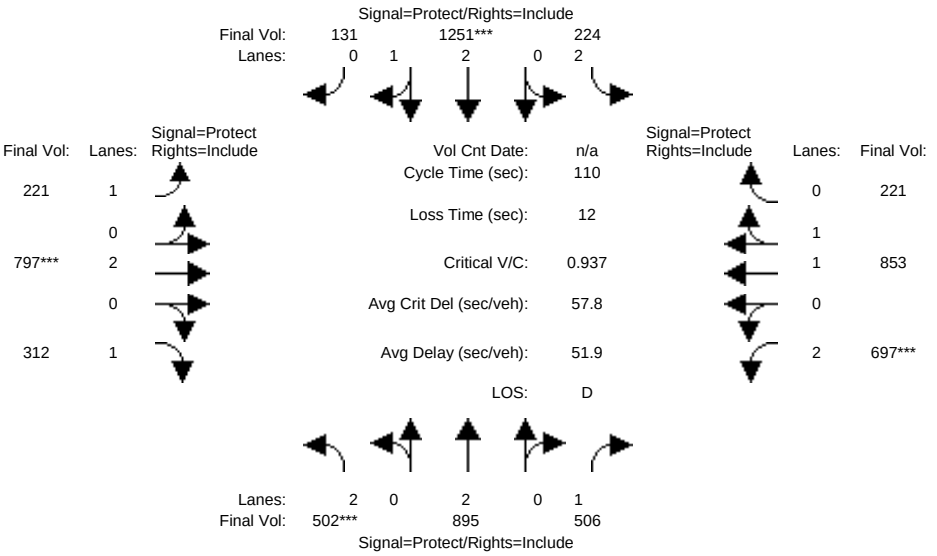

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 322 | 758 | 189 | 159 | 1113 | 121 | 201 | 713 | 251 | 444 | 773 | 108 |
| Added Vol: | 123 | 67 | 106 | 11 | 22 | 0 | 0 | 17 | 28 | 61 | 52 | 33 |
| A+P+D: | 54 | 67 | 208 | 54 | 113 | 10 | 20 | 67 | 30 | 189 | 28 | 80 |
| Initial Fut: | 499 | 892 | 503 | 224 | 1248 | 131 | 221 | 797 | 309 | 694 | 853 | 221 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 499 | 892 | 503 | 224 | 1248 | 131 | 221 | 797 | 309 | 694 | 853 | 221 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 499 | 892 | 503 | 224 | 1248 | 131 | 221 | 797 | 309 | 694 | 853 | 221 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 499 | 892 | 503 | 224 | 1248 | 131 | 221 | 797 | 309 | 694 | 853 | 221 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.69 | 0.31 | 1.00 | 2.00 | 1.00 | 2.00 | 1.56 | 0.44 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 5117 | 537 | 1750 | 3800 | 1750 | 3150 | 2966 | 768 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.23 | 0.29 | 0.07 | 0.24 | 0.24 | 0.13 | 0.21 | 0.18 | 0.22 | 0.29 | 0.29 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 18.7 | 38.0 | 38.0 | 9.4 | 28.7 | 28.7 | 15.4 | 24.7 | 24.7 | 25.9 | 35.2 | 35.2 |
| Volume/Cap: | 0.93 | 0.68 | 0.83 | 0.83 | 0.93 | 0.93 | 0.90 | 0.93 | 0.79 | 0.93 | 0.90 | 0.90 |
| Delay/Veh: | 68.8 | 32.3 | 42.7 | 68.9 | 51.0 | 51.0 | 78.6 | 58.9 | 50.3 | 60.0 | 45.1 | 45.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.8 | 32.3 | 42.7 | 68.9 | 51.0 | 51.0 | 78.6 | 58.9 | 50.3 | 60.0 | 45.1 | 45.1 |
| LOS by Move: | E | C | D | E | D | D | E | E | D | E | D | D |
| HCM2kAvgQ: | 10 | 12 | 16 | 5 | 16 | 16 | 8 | 14 | 10 | 15 | 18 | 18 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #18: Wolfe Road and Homestead Road (CUP)



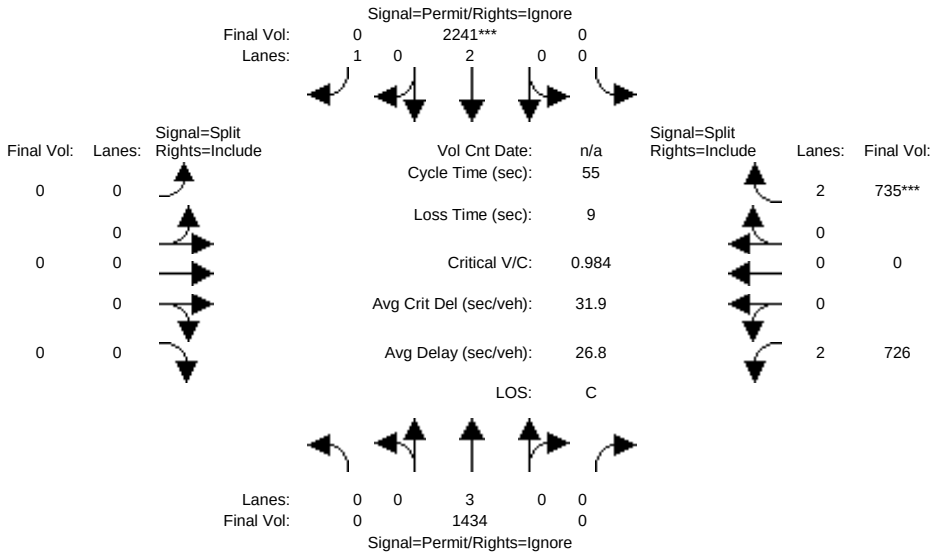

| Street Name: | Wolfe Road | | | | | | Homestead Road | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 376 | 825 | 397 | 213 | 1226 | 131 | 221 | 780 | 281 | 633 | 801 | 188 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 376 | 825 | 397 | 213 | 1226 | 131 | 221 | 780 | 281 | 633 | 801 | 188 |
| Added Vol: | 123 | 67 | 106 | 11 | 22 | 0 | 0 | 17 | 28 | 61 | 52 | 33 |
| Hyatt: | 3 | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Initial Fut: | 502 | 895 | 506 | 224 | 1251 | 131 | 221 | 797 | 312 | 697 | 853 | 221 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 502 | 895 | 506 | 224 | 1251 | 131 | 221 | 797 | 312 | 697 | 853 | 221 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 502 | 895 | 506 | 224 | 1251 | 131 | 221 | 797 | 312 | 697 | 853 | 221 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 502 | 895 | 506 | 224 | 1251 | 131 | 221 | 797 | 312 | 697 | 853 | 221 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.69 | 0.31 | 1.00 | 2.00 | 1.00 | 2.00 | 1.56 | 0.44 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 5118 | 536 | 1750 | 3800 | 1750 | 3150 | 2966 | 768 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.24 | 0.29 | 0.07 | 0.24 | 0.24 | 0.13 | 0.21 | 0.18 | 0.22 | 0.29 | 0.29 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 18.7 | 38.0 | 38.0 | 9.4 | 28.7 | 28.7 | 15.4 | 24.6 | 24.6 | 26.0 | 35.2 | 35.2 |
| Volume/Cap: | 0.94 | 0.68 | 0.84 | 0.84 | 0.94 | 0.94 | 0.90 | 0.94 | 0.80 | 0.94 | 0.90 | 0.90 |
| Delay/Veh: | 69.3 | 32.3 | 43.0 | 69.5 | 51.4 | 51.4 | 78.8 | 59.4 | 51.2 | 60.5 | 45.1 | 45.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 69.3 | 32.3 | 43.0 | 69.5 | 51.4 | 51.4 | 78.8 | 59.4 | 51.2 | 60.5 | 45.1 | 45.1 |
| LOS by Move: | E | C | D | E | D | D | E | E | D | E | D | D |
| HCM2kAvgQ: | 10 | 12 | 16 | 5 | 16 | 16 | 8 | 14 | 11 | 15 | 18 | 18 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)



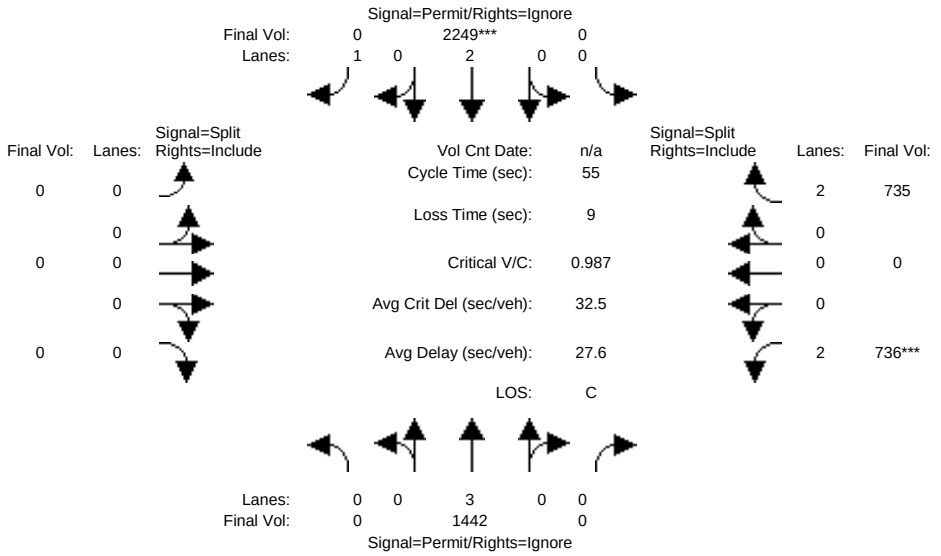

| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1171 | 663 | 0 | 1670 | 719 | 0 | 0 | 0 | 720 | 0 | 634 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1171 | 663 | 0 | 1670 | 719 | 0 | 0 | 0 | 720 | 0 | 634 |
| Added Vol: | 0 | 263 | 215 | 0 | 571 | 490 | 0 | 0 | 0 | 6 | 0 | 101 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1434 | 878 | 0 | 2241 | 1209 | 0 | 0 | 0 | 726 | 0 | 735 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1434 | 0 | 0 | 2241 | 0 | 0 | 0 | 0 | 726 | 0 | 735 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1434 | 0 | 0 | 2241 | 0 | 0 | 0 | 0 | 726 | 0 | 735 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1434 | 0 | 0 | 2241 | 0 | 0 | 0 | 0 | 726 | 0 | 735 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.00 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 |
| Crit Moves: | | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 33.0 | 0.0 | 0.0 | 33.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 13.0 |
| Volume/Cap: | 0.00 | 0.42 | 0.00 | 0.00 | 0.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.97 | 0.00 | 0.98 |
| Uniform Del: | 0.0 | 5.9 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20.8 | 0.0 | 20.9 |
| IncremntDel: | 0.0 | 0.1 | 0.0 | 0.0 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 26.1 | 0.0 | 28.9 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 6.0 | 0.0 | 0.0 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.9 | 0.0 | 49.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.0 | 0.0 | 0.0 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.9 | 0.0 | 49.7 |
| LOS by Move: | A | A | A | A | C | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 4 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 13 | 0 | 14 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)



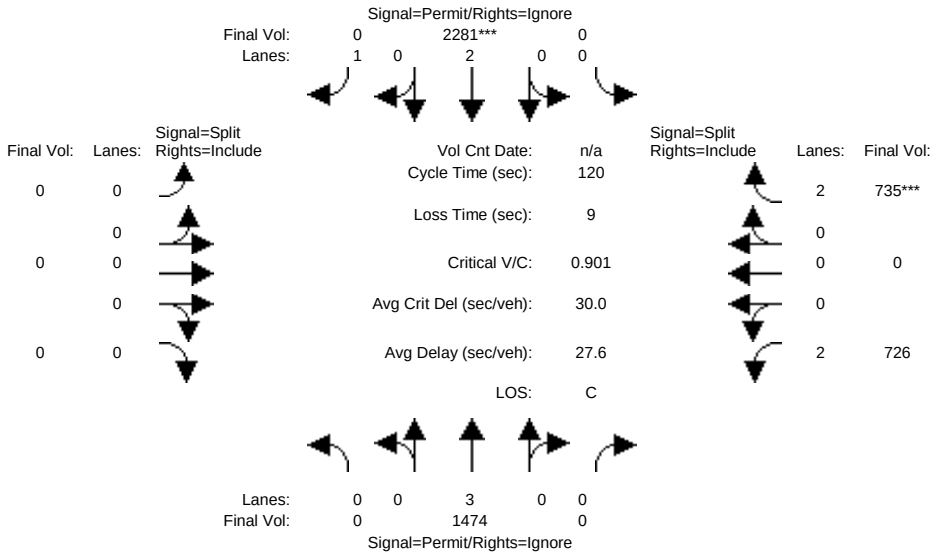

| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1171 | 663 | 0 | 1670 | 719 | 0 | 0 | 0 | 720 | 0 | 634 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1171 | 663 | 0 | 1670 | 719 | 0 | 0 | 0 | 720 | 0 | 634 |
| Added Vol: | 0 | 263 | 215 | 0 | 571 | 490 | 0 | 0 | 0 | 6 | 0 | 101 |
| Hyatt: | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Initial Fut: | 0 | 1442 | 878 | 0 | 2249 | 1209 | 0 | 0 | 0 | 736 | 0 | 735 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1442 | 0 | 0 | 2249 | 0 | 0 | 0 | 0 | 736 | 0 | 735 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1442 | 0 | 0 | 2249 | 0 | 0 | 0 | 0 | 736 | 0 | 735 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1442 | 0 | 0 | 2249 | 0 | 0 | 0 | 0 | 736 | 0 | 735 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.00 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 |
| Crit Moves: | | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 33.0 | 0.0 | 0.0 | 33.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 13.0 |
| Volume/Cap: | 0.00 | 0.42 | 0.00 | 0.00 | 0.99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.00 | 0.99 |
| Uniform Del: | 0.0 | 5.9 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 20.9 | 0.0 | 20.9 |
| IncremntDel: | 0.0 | 0.1 | 0.0 | 0.0 | 15.8 | 0.0 | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 29.3 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 6.0 | 0.0 | 0.0 | 26.6 | 0.0 | 0.0 | 0.0 | 0.0 | 50.5 | 0.0 | 50.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.0 | 0.0 | 0.0 | 26.6 | 0.0 | 0.0 | 0.0 | 0.0 | 50.5 | 0.0 | 50.2 |
| LOS by Move: | A | A | A | A | C | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 4 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 14 | 0 | 14 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)



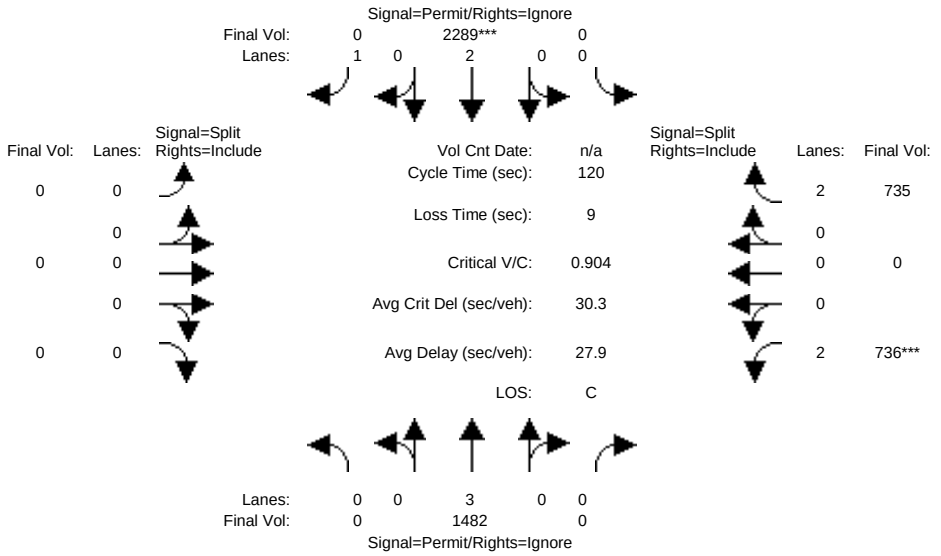

| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1211 | 985 | 0 | 1710 | 719 | 0 | 0 | 0 | 720 | 0 | 634 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1211 | 985 | 0 | 1710 | 719 | 0 | 0 | 0 | 720 | 0 | 634 |
| Added Vol: | 0 | 263 | 215 | 0 | 571 | 490 | 0 | 0 | 0 | 6 | 0 | 101 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1474 | 1200 | 0 | 2281 | 1209 | 0 | 0 | 0 | 726 | 0 | 735 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1474 | 0 | 0 | 2281 | 0 | 0 | 0 | 0 | 726 | 0 | 735 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1474 | 0 | 0 | 2281 | 0 | 0 | 0 | 0 | 726 | 0 | 735 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1474 | 0 | 0 | 2281 | 0 | 0 | 0 | 0 | 726 | 0 | 735 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 |
| Crit Moves: | | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 79.9 | 0.0 | 0.0 | 79.9 | 0.0 | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 31.1 |
| Volume/Cap: | 0.00 | 0.39 | 0.00 | 0.00 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.89 | 0.00 | 0.90 |
| Delay/Veh: | 0.0 | 9.1 | 0.0 | 0.0 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 54.7 | 0.0 | 56.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.1 | 0.0 | 0.0 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 54.7 | 0.0 | 56.1 |
| LOS by Move: | A | A | A | A | C | A | A | A | A | D | A | E |
| HCM2kAvgQ: | 0 | 7 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 19 | 0 | 19 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #21: Wolfe Road and I-280 NB Ramps (CUP/CMP)



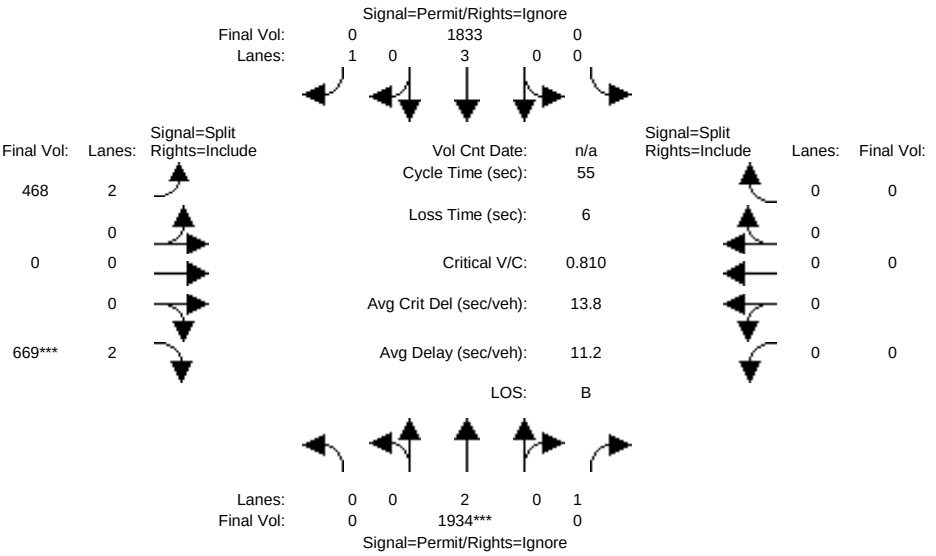

| Street Name: | Wolfe Road | | | | | | I-280 NB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1211 | 985 | 0 | 1710 | 719 | 0 | 0 | 0 | 720 | 0 | 634 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1211 | 985 | 0 | 1710 | 719 | 0 | 0 | 0 | 720 | 0 | 634 |
| Added Vol: | 0 | 263 | 215 | 0 | 571 | 490 | 0 | 0 | 0 | 6 | 0 | 101 |
| Hyatt: | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Initial Fut: | 0 | 1482 | 1200 | 0 | 2289 | 1209 | 0 | 0 | 0 | 736 | 0 | 735 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1482 | 0 | 0 | 2289 | 0 | 0 | 0 | 0 | 736 | 0 | 735 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1482 | 0 | 0 | 2289 | 0 | 0 | 0 | 0 | 736 | 0 | 735 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1482 | 0 | 0 | 2289 | 0 | 0 | 0 | 0 | 736 | 0 | 735 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 |
| Crit Moves: | | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 80.0 | 0.0 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.0 | 0.0 | 31.0 |
| Volume/Cap: | 0.00 | 0.39 | 0.00 | 0.00 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.90 | 0.00 | 0.90 |
| Delay/Veh: | 0.0 | 9.1 | 0.0 | 0.0 | 21.8 | 0.0 | 0.0 | 0.0 | 0.0 | 56.5 | 0.0 | 56.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.1 | 0.0 | 0.0 | 21.8 | 0.0 | 0.0 | 0.0 | 0.0 | 56.5 | 0.0 | 56.3 |
| LOS by Move: | A | A | A | A | C | A | A | A | A | E | A | E |
| HCM2kAvgQ: | 0 | 7 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 19 | 0 | 19 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



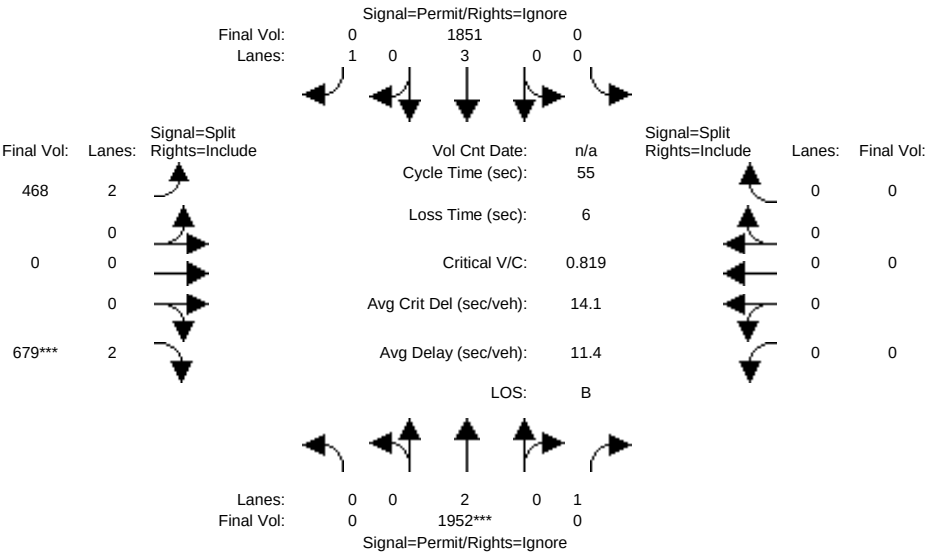

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1641 | 642 | 0 | 1662 | 730 | 283 | 0 | 585 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1641 | 642 | 0 | 1662 | 730 | 283 | 0 | 585 | 0 | 0 | 0 |
| Added Vol: | 0 | 293 | 6 | 0 | 171 | 406 | 185 | 0 | 84 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1934 | 648 | 0 | 1833 | 1136 | 468 | 0 | 669 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1934 | 0 | 0 | 1833 | 0 | 468 | 0 | 669 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1934 | 0 | 0 | 1833 | 0 | 468 | 0 | 669 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1934 | 0 | 0 | 1833 | 0 | 468 | 0 | 669 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.51 | 0.00 | 0.00 | 0.32 | 0.00 | 0.15 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 34.6 | 0.0 | 0.0 | 34.6 | 0.0 | 14.4 | 0.0 | 14.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.81 | 0.00 | 0.00 | 0.51 | 0.00 | 0.57 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 7.7 | 0.0 | 0.0 | 5.6 | 0.0 | 17.6 | 0.0 | 19.0 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 2.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.9 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 9.9 | 0.0 | 0.0 | 5.7 | 0.0 | 18.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.9 | 0.0 | 0.0 | 5.7 | 0.0 | 18.5 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | B | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 12 | 0 | 0 | 5 | 0 | 5 | 0 | 9 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



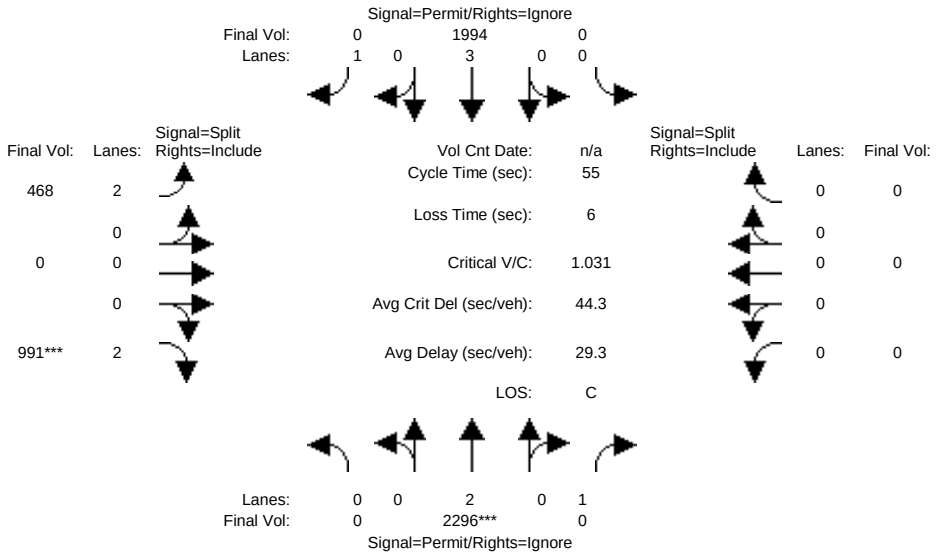

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1641 | 642 | 0 | 1662 | 730 | 283 | 0 | 585 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1641 | 642 | 0 | 1662 | 730 | 283 | 0 | 585 | 0 | 0 | 0 |
| Added Vol: | 0 | 293 | 6 | 0 | 171 | 406 | 185 | 0 | 84 | 0 | 0 | 0 |
| Hyatt: | 0 | 18 | 9 | 0 | 18 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1952 | 657 | 0 | 1851 | 1136 | 468 | 0 | 679 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1952 | 0 | 0 | 1851 | 0 | 468 | 0 | 679 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1952 | 0 | 0 | 1851 | 0 | 468 | 0 | 679 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1952 | 0 | 0 | 1851 | 0 | 468 | 0 | 679 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.51 | 0.00 | 0.00 | 0.32 | 0.00 | 0.15 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 34.5 | 0.0 | 0.0 | 34.5 | 0.0 | 14.5 | 0.0 | 14.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.82 | 0.00 | 0.00 | 0.52 | 0.00 | 0.56 | 0.00 | 0.82 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 7.8 | 0.0 | 0.0 | 5.6 | 0.0 | 17.5 | 0.0 | 19.0 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 2.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.9 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 10.2 | 0.0 | 0.0 | 5.8 | 0.0 | 18.4 | 0.0 | 25.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.2 | 0.0 | 0.0 | 5.8 | 0.0 | 18.4 | 0.0 | 25.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | A | A | B | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 12 | 0 | 0 | 5 | 0 | 5 | 0 | 9 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



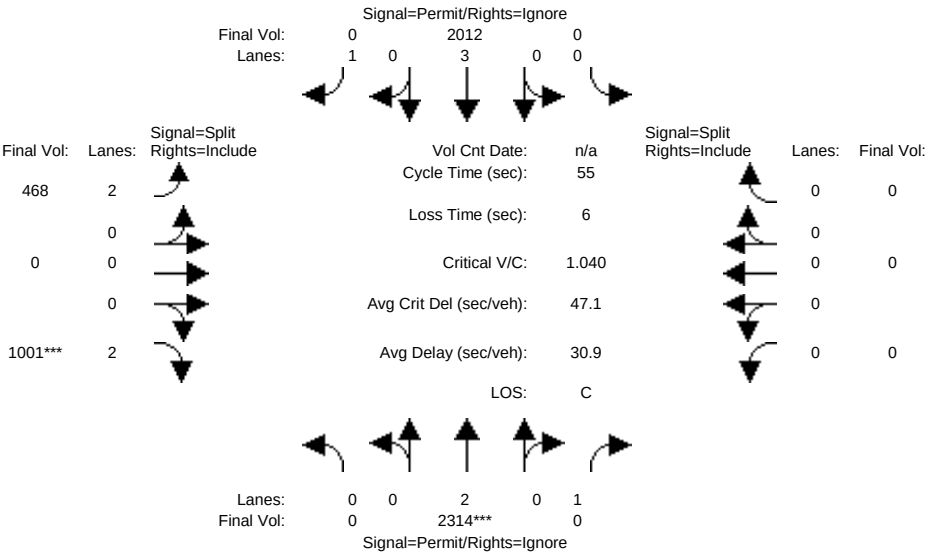

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 2003 | 763 | 0 | 1823 | 730 | 283 | 0 | 907 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2003 | 763 | 0 | 1823 | 730 | 283 | 0 | 907 | 0 | 0 | 0 |
| Added Vol: | 0 | 293 | 6 | 0 | 171 | 406 | 185 | 0 | 84 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2296 | 769 | 0 | 1994 | 1136 | 468 | 0 | 991 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2296 | 0 | 0 | 1994 | 0 | 468 | 0 | 991 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2296 | 0 | 0 | 1994 | 0 | 468 | 0 | 991 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2296 | 0 | 0 | 1994 | 0 | 468 | 0 | 991 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.60 | 0.00 | 0.00 | 0.35 | 0.00 | 0.15 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 32.2 | 0.0 | 0.0 | 32.2 | 0.0 | 16.8 | 0.0 | 16.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 1.03 | 0.00 | 0.00 | 0.60 | 0.00 | 0.49 | 0.00 | 1.03 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 39.0 | 0.0 | 0.0 | 7.6 | 0.0 | 16.0 | 0.0 | 56.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 39.0 | 0.0 | 0.0 | 7.6 | 0.0 | 16.0 | 0.0 | 56.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | A | A | A | A | B | A | E | A | A | A |
| HCM2kAvgQ: | 0 | 26 | 0 | 0 | 7 | 0 | 4 | 0 | 19 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #22: Wolfe Road and I-280 SB Ramps (CUP/CMP)



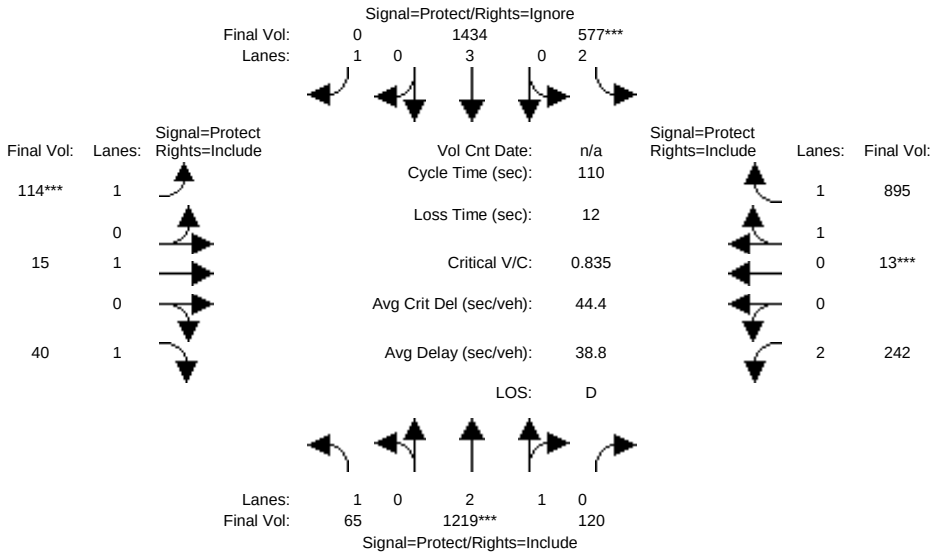

| Street Name: | Wolfe Road | | | | | | I-280 SB Ramps | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 2003 | 763 | 0 | 1823 | 730 | 283 | 0 | 907 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2003 | 763 | 0 | 1823 | 730 | 283 | 0 | 907 | 0 | 0 | 0 |
| Added Vol: | 0 | 293 | 6 | 0 | 171 | 406 | 185 | 0 | 84 | 0 | 0 | 0 |
| Hyatt: | 0 | 18 | 9 | 0 | 18 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2314 | 778 | 0 | 2012 | 1136 | 468 | 0 | 1001 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2314 | 0 | 0 | 2012 | 0 | 468 | 0 | 1001 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2314 | 0 | 0 | 2012 | 0 | 468 | 0 | 1001 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2314 | 0 | 0 | 2012 | 0 | 468 | 0 | 1001 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5700 | 1750 | 3150 | 0 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.61 | 0.00 | 0.00 | 0.35 | 0.00 | 0.15 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 32.2 | 0.0 | 0.0 | 32.2 | 0.0 | 16.8 | 0.0 | 16.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 1.04 | 0.00 | 0.00 | 0.60 | 0.00 | 0.49 | 0.00 | 1.04 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 41.9 | 0.0 | 0.0 | 7.6 | 0.0 | 16.0 | 0.0 | 59.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 41.9 | 0.0 | 0.0 | 7.6 | 0.0 | 16.0 | 0.0 | 59.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | A | A | A | A | B | A | E | A | A | A |
| HCM2kAvgQ: | 0 | 27 | 0 | 0 | 7 | 0 | 4 | 0 | 19 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)



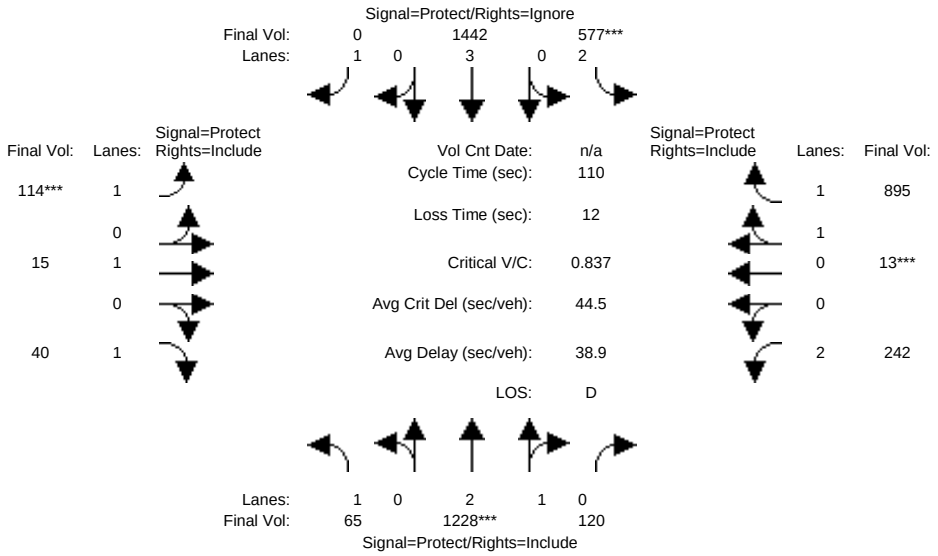

| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 65 | 1141 | 120 | 487 | 1269 | 166 | 114 | 15 | 40 | 242 | 13 | 674 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 1141 | 120 | 487 | 1269 | 166 | 114 | 15 | 40 | 242 | 13 | 674 |
| Added Vol: | 0 | 78 | 0 | 90 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 65 | 1219 | 120 | 577 | 1434 | 166 | 114 | 15 | 40 | 242 | 13 | 895 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 1219 | 120 | 577 | 1434 | 0 | 114 | 15 | 40 | 242 | 13 | 895 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 1219 | 120 | 577 | 1434 | 0 | 114 | 15 | 40 | 242 | 13 | 895 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 1219 | 120 | 577 | 1434 | 0 | 114 | 15 | 40 | 242 | 13 | 895 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.71 | 0.29 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.03 | 1.97 |
| Final Sat.: | 1750 | 5150 | 507 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 50 | 3454 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.24 | 0.24 | 0.18 | 0.25 | 0.00 | 0.07 | 0.01 | 0.02 | 0.08 | 0.26 | 0.26 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 11.2 | 31.2 | 31.2 | 24.1 | 44.1 | 0.0 | 8.6 | 23.1 | 23.1 | 19.6 | 34.1 | 34.1 |
| Volume/Cap: | 0.37 | 0.84 | 0.84 | 0.84 | 0.63 | 0.00 | 0.84 | 0.04 | 0.11 | 0.43 | 0.84 | 0.84 |
| Uniform Del: | 46.1 | 37.0 | 37.0 | 41.0 | 26.3 | 0.0 | 50.0 | 34.6 | 35.1 | 40.3 | 35.3 | 35.3 |
| IncremntDel: | 1.3 | 4.0 | 4.0 | 8.7 | 0.6 | 0.0 | 33.8 | 0.0 | 0.1 | 0.5 | 5.7 | 5.7 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 47.4 | 41.0 | 41.0 | 49.7 | 26.9 | 0.0 | 83.8 | 34.6 | 35.2 | 40.8 | 41.1 | 41.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.4 | 41.0 | 41.0 | 49.7 | 26.9 | 0.0 | 83.8 | 34.6 | 35.2 | 40.8 | 41.1 | 41.1 |
| LOS by Move: | D | D | D | D | C | A | F | C | D | D | D | D |
| HCM2kAvgQ: | 2 | 14 | 14 | 12 | 13 | 0 | 6 | 0 | 1 | 4 | 16 | 16 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)



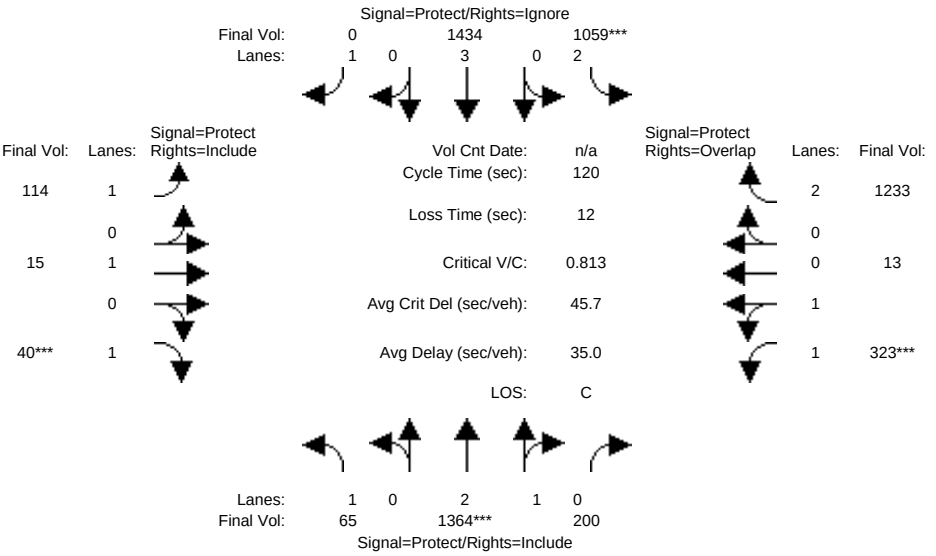

| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 65 | 1141 | 120 | 487 | 1269 | 166 | 114 | 15 | 40 | 242 | 13 | 674 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 1141 | 120 | 487 | 1269 | 166 | 114 | 15 | 40 | 242 | 13 | 674 |
| Added Vol: | 0 | 78 | 0 | 90 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| Hyatt: | 0 | 9 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 65 | 1228 | 120 | 577 | 1442 | 166 | 114 | 15 | 40 | 242 | 13 | 895 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 1228 | 120 | 577 | 1442 | 0 | 114 | 15 | 40 | 242 | 13 | 895 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 1228 | 120 | 577 | 1442 | 0 | 114 | 15 | 40 | 242 | 13 | 895 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 1228 | 120 | 577 | 1442 | 0 | 114 | 15 | 40 | 242 | 13 | 895 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.71 | 0.29 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.03 | 1.97 |
| Final Sat.: | 1750 | 5153 | 504 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 50 | 3454 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.24 | 0.24 | 0.18 | 0.25 | 0.00 | 0.07 | 0.01 | 0.02 | 0.08 | 0.26 | 0.26 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 11.1 | 31.3 | 31.3 | 24.1 | 44.3 | 0.0 | 8.6 | 23.1 | 23.1 | 19.5 | 34.1 | 34.1 |
| Volume/Cap: | 0.37 | 0.84 | 0.84 | 0.84 | 0.63 | 0.00 | 0.84 | 0.04 | 0.11 | 0.43 | 0.84 | 0.84 |
| Uniform Del: | 46.1 | 36.9 | 36.9 | 41.1 | 26.3 | 0.0 | 50.0 | 34.6 | 35.1 | 40.3 | 35.4 | 35.4 |
| IncremntDel: | 1.3 | 4.0 | 4.0 | 8.8 | 0.6 | 0.0 | 34.2 | 0.0 | 0.1 | 0.5 | 5.8 | 5.8 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 47.4 | 41.0 | 41.0 | 49.9 | 26.9 | 0.0 | 84.3 | 34.6 | 35.3 | 40.9 | 41.2 | 41.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.4 | 41.0 | 41.0 | 49.9 | 26.9 | 0.0 | 84.3 | 34.6 | 35.3 | 40.9 | 41.2 | 41.2 |
| LOS by Move: | D | D | D | D | C | A | F | C | D | D | D | D |
| HCM2kAvgQ: | 2 | 15 | 15 | 12 | 13 | 0 | 6 | 0 | 1 | 4 | 16 | 16 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)



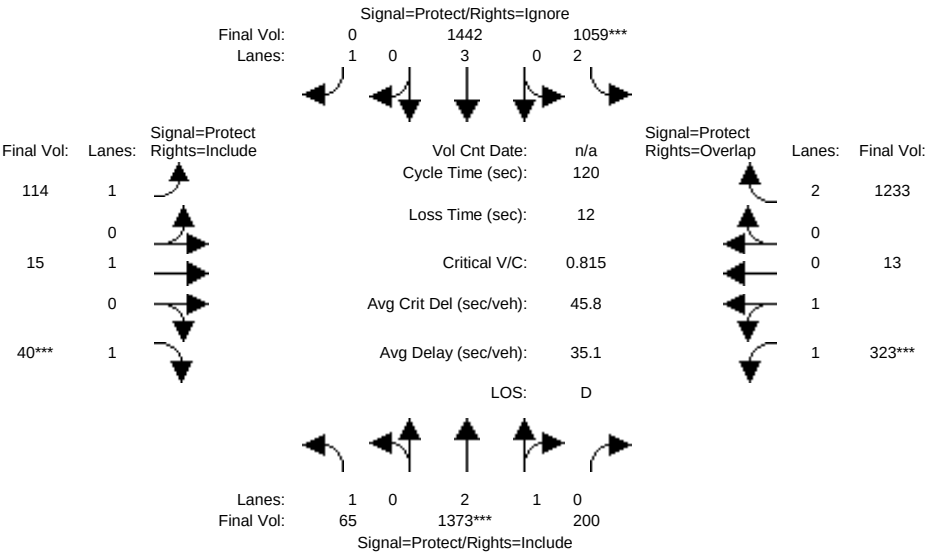

| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 65 | 1286 | 200 | 969 | 1269 | 166 | 114 | 15 | 40 | 323 | 13 | 1012 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 1286 | 200 | 969 | 1269 | 166 | 114 | 15 | 40 | 323 | 13 | 1012 |
| Added Vol: | 0 | 78 | 0 | 90 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 65 | 1364 | 200 | 1059 | 1434 | 166 | 114 | 15 | 40 | 323 | 13 | 1233 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 1364 | 200 | 1059 | 1434 | 0 | 114 | 15 | 40 | 323 | 13 | 1233 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 1364 | 200 | 1059 | 1434 | 0 | 114 | 15 | 40 | 323 | 13 | 1233 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 1364 | 200 | 1059 | 1434 | 0 | 114 | 15 | 40 | 323 | 13 | 1233 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 1.00 | 2.59 | 0.41 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.93 | 0.07 | 2.00 |
| Final Sat.: | 1750 | 4917 | 721 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3375 | 136 | 3150 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.28 | 0.34 | 0.25 | 0.00 | 0.07 | 0.01 | 0.02 | 0.10 | 0.10 | 0.39 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green Time: | 16.0 | 38.3 | 38.3 | 46.5 | 68.8 | 0.0 | 9.4 | 10.0 | 10.0 | 13.2 | 13.8 | 60.3 |
| Volume/Cap: | 0.28 | 0.87 | 0.87 | 0.87 | 0.44 | 0.00 | 0.83 | 0.09 | 0.27 | 0.87 | 0.83 | 0.78 |
| Delay/Veh: | 47.5 | 43.3 | 43.3 | 40.9 | 14.7 | 0.0 | 87.4 | 51.1 | 52.6 | 71.0 | 65.5 | 27.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.5 | 43.3 | 43.3 | 40.9 | 14.7 | 0.0 | 87.4 | 51.1 | 52.6 | 71.0 | 65.5 | 27.0 |
| LOS by Move: | D | D | D | D | B | A | F | D | D | E | E | C |
| HCM2kAvgQ: | 2 | 18 | 18 | 22 | 10 | 0 | 7 | 1 | 2 | 7 | 7 | 22 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #23: Wolfe Road and Vallco Parkway (CUP)



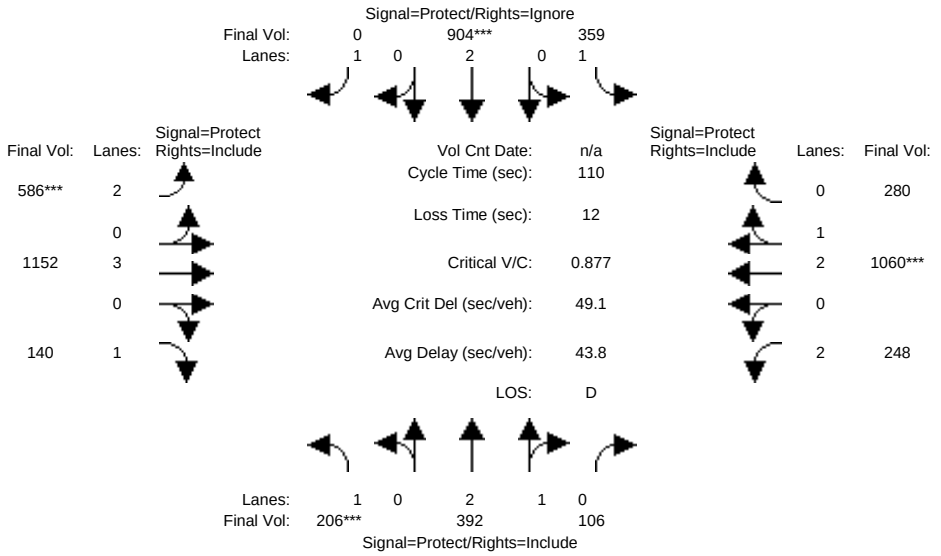

| Street Name: | Wolfe Road | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 65 | 1286 | 200 | 969 | 1269 | 166 | 114 | 15 | 40 | 323 | 13 | 1012 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 1286 | 200 | 969 | 1269 | 166 | 114 | 15 | 40 | 323 | 13 | 1012 |
| Added Vol: | 0 | 78 | 0 | 90 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| Hyatt: | 0 | 9 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 65 | 1373 | 200 | 1059 | 1442 | 166 | 114 | 15 | 40 | 323 | 13 | 1233 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 1373 | 200 | 1059 | 1442 | 0 | 114 | 15 | 40 | 323 | 13 | 1233 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 1373 | 200 | 1059 | 1442 | 0 | 114 | 15 | 40 | 323 | 13 | 1233 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 1373 | 200 | 1059 | 1442 | 0 | 114 | 15 | 40 | 323 | 13 | 1233 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 1.00 | 2.59 | 0.41 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.93 | 0.07 | 2.00 |
| Final Sat.: | 1750 | 4922 | 717 | 3150 | 5700 | 1750 | 1750 | 1900 | 1750 | 3375 | 136 | 3150 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.28 | 0.34 | 0.25 | 0.00 | 0.07 | 0.01 | 0.02 | 0.10 | 0.10 | 0.39 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green Time: | 15.9 | 38.5 | 38.5 | 46.3 | 68.9 | 0.0 | 9.4 | 10.0 | 10.0 | 13.2 | 13.8 | 60.1 |
| Volume/Cap: | 0.28 | 0.87 | 0.87 | 0.87 | 0.44 | 0.00 | 0.83 | 0.09 | 0.27 | 0.87 | 0.83 | 0.78 |
| Delay/Veh: | 47.6 | 43.3 | 43.3 | 41.1 | 14.7 | 0.0 | 87.7 | 51.1 | 52.6 | 71.3 | 65.7 | 27.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.6 | 43.3 | 43.3 | 41.1 | 14.7 | 0.0 | 87.7 | 51.1 | 52.6 | 71.3 | 65.7 | 27.1 |
| LOS by Move: | D | D | D | D | B | A | F | D | D | E | E | C |
| HCM2kAvgQ: | 2 | 18 | 18 | 23 | 10 | 0 | 7 | 1 | 2 | 7 | 7 | 23 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)



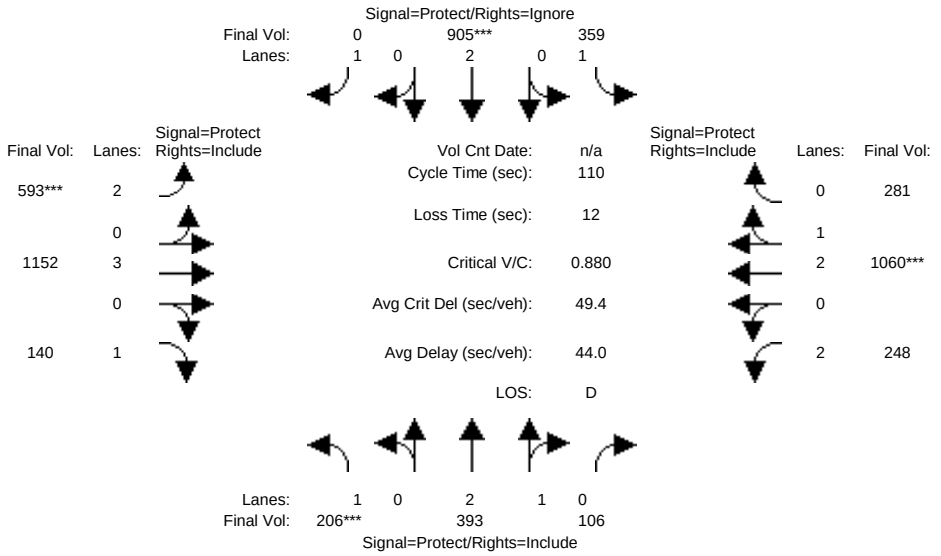

| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 206 | 385 | 105 | 293 | 881 | 526 | 561 | 1125 | 140 | 234 | 1021 | 234 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 206 | 385 | 105 | 293 | 881 | 526 | 561 | 1125 | 140 | 234 | 1021 | 234 |
| Added Vol: | 0 | 7 | 1 | 66 | 23 | 77 | 25 | 27 | 0 | 14 | 39 | 46 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 206 | 392 | 106 | 359 | 904 | 603 | 586 | 1152 | 140 | 248 | 1060 | 280 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 206 | 392 | 106 | 359 | 904 | 0 | 586 | 1152 | 140 | 248 | 1060 | 280 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 206 | 392 | 106 | 359 | 904 | 0 | 586 | 1152 | 140 | 248 | 1060 | 280 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 206 | 392 | 106 | 359 | 904 | 0 | 586 | 1152 | 140 | 248 | 1060 | 280 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.32 | 0.68 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.33 | 0.67 |
| Final Sat.: | 1750 | 4406 | 1192 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4430 | 1170 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.09 | 0.09 | 0.21 | 0.24 | 0.00 | 0.19 | 0.20 | 0.08 | 0.08 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 14.8 | 13.7 | 13.7 | 30.9 | 29.9 | 0.0 | 23.3 | 38.4 | 38.4 | 15.0 | 30.0 | 30.0 |
| Volume/Cap: | 0.88 | 0.71 | 0.71 | 0.73 | 0.88 | 0.00 | 0.88 | 0.58 | 0.23 | 0.58 | 0.88 | 0.88 |
| Uniform Del: | 46.7 | 46.3 | 46.3 | 35.8 | 38.3 | 0.0 | 41.9 | 29.2 | 25.3 | 44.6 | 38.2 | 38.2 |
| IncremntDel: | 28.8 | 3.5 | 3.5 | 5.5 | 8.6 | 0.0 | 12.5 | 0.4 | 0.2 | 2.0 | 6.1 | 6.1 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 75.5 | 49.8 | 49.8 | 41.3 | 46.9 | 0.0 | 54.5 | 29.6 | 25.5 | 46.5 | 44.3 | 44.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.5 | 49.8 | 49.8 | 41.3 | 46.9 | 0.0 | 54.5 | 29.6 | 25.5 | 46.5 | 44.3 | 44.3 |
| LOS by Move: | E | D | D | D | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 10 | 7 | 7 | 12 | 15 | 0 | 15 | 11 | 4 | 5 | 15 | 15 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)



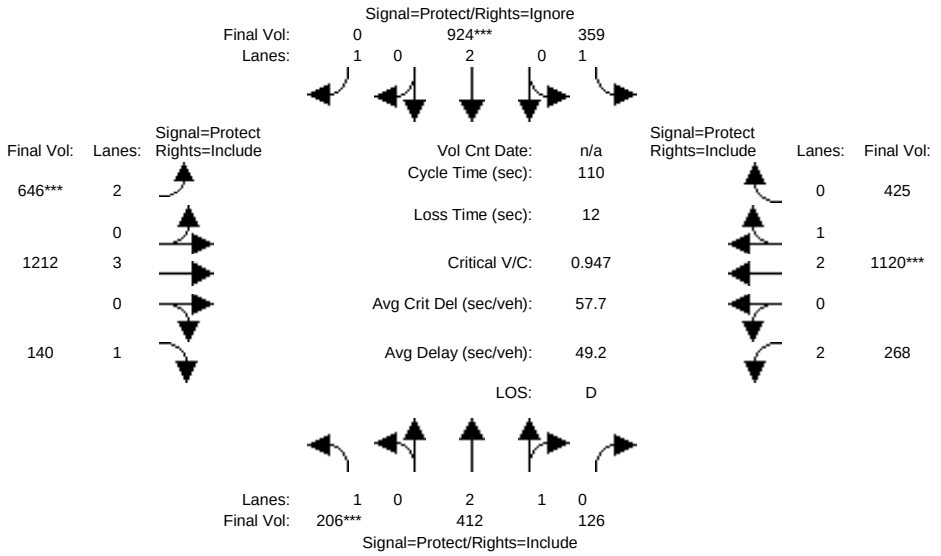

| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 206 | 385 | 105 | 293 | 881 | 526 | 561 | 1125 | 140 | 234 | 1021 | 234 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 206 | 385 | 105 | 293 | 881 | 526 | 561 | 1125 | 140 | 234 | 1021 | 234 |
| Added Vol: | 0 | 7 | 1 | 66 | 23 | 77 | 25 | 27 | 0 | 14 | 39 | 46 |
| Hyatt: | 0 | 1 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 1 |
| Initial Fut: | 206 | 393 | 106 | 359 | 905 | 609 | 593 | 1152 | 140 | 248 | 1060 | 281 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 206 | 393 | 106 | 359 | 905 | 0 | 593 | 1152 | 140 | 248 | 1060 | 281 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 206 | 393 | 106 | 359 | 905 | 0 | 593 | 1152 | 140 | 248 | 1060 | 281 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 206 | 393 | 106 | 359 | 905 | 0 | 593 | 1152 | 140 | 248 | 1060 | 281 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.32 | 0.68 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.33 | 0.67 |
| Final Sat.: | 1750 | 4409 | 1189 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4426 | 1173 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.09 | 0.09 | 0.21 | 0.24 | 0.00 | 0.19 | 0.20 | 0.08 | 0.08 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 14.7 | 13.7 | 13.7 | 30.8 | 29.8 | 0.0 | 23.5 | 38.5 | 38.5 | 15.0 | 30.0 | 30.0 |
| Volume/Cap: | 0.88 | 0.72 | 0.72 | 0.73 | 0.88 | 0.00 | 0.88 | 0.58 | 0.23 | 0.58 | 0.88 | 0.88 |
| Uniform Del: | 46.8 | 46.3 | 46.3 | 35.8 | 38.4 | 0.0 | 41.9 | 29.1 | 25.3 | 44.5 | 38.3 | 38.3 |
| IncremntDel: | 29.4 | 3.6 | 3.6 | 5.6 | 8.9 | 0.0 | 12.7 | 0.4 | 0.2 | 2.0 | 6.2 | 6.2 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 76.2 | 49.9 | 49.9 | 41.4 | 47.3 | 0.0 | 54.6 | 29.5 | 25.5 | 46.5 | 44.5 | 44.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 76.2 | 49.9 | 49.9 | 41.4 | 47.3 | 0.0 | 54.6 | 29.5 | 25.5 | 46.5 | 44.5 | 44.5 |
| LOS by Move: | E | D | D | D | D | A | D | C | C | D | D | D |
| HCM2kAvgQ: | 10 | 7 | 7 | 12 | 15 | 0 | 15 | 11 | 4 | 5 | 15 | 15 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)




| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 206 | 405 | 125 | 293 | 901 | 586 | 621 | 1185 | 140 | 254 | 1081 | 379 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 206 | 405 | 125 | 293 | 901 | 586 | 621 | 1185 | 140 | 254 | 1081 | 379 |
| Added Vol: | 0 | 7 | 1 | 66 | 23 | 77 | 25 | 27 | 0 | 14 | 39 | 46 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 206 | 412 | 126 | 359 | 924 | 663 | 646 | 1212 | 140 | 268 | 1120 | 425 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 206 | 412 | 126 | 359 | 924 | 0 | 646 | 1212 | 140 | 268 | 1120 | 425 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 206 | 412 | 126 | 359 | 924 | 0 | 646 | 1212 | 140 | 268 | 1120 | 425 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 206 | 412 | 126 | 359 | 924 | 0 | 646 | 1212 | 140 | 268 | 1120 | 425 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.25 | 0.75 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.12 | 0.88 |
| Final Sat.: | 1750 | 4279 | 1309 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4037 | 1532 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.10 | 0.10 | 0.21 | 0.24 | 0.00 | 0.21 | 0.21 | 0.08 | 0.09 | 0.28 | 0.28 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 13.7 | 13.4 | 13.4 | 28.5 | 28.3 | 0.0 | 23.8 | 40.0 | 40.0 | 16.0 | 32.2 | 32.2 |
| Volume/Cap: | 0.95 | 0.79 | 0.79 | 0.79 | 0.95 | 0.00 | 0.95 | 0.58 | 0.22 | 0.58 | 0.95 | 0.95 |
| Delay/Veh: | 93.8 | 53.2 | 53.2 | 47.1 | 57.5 | 0.0 | 64.7 | 28.7 | 24.4 | 45.8 | 50.0 | 50.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 93.8 | 53.2 | 53.2 | 47.1 | 57.5 | 0.0 | 64.7 | 28.7 | 24.4 | 45.8 | 50.0 | 50.0 |
| LOS by Move: | F | D | D | D | E | A | E | C | C | D | D | D |
| HCM2kAvgQ: | 11 | 8 | 8 | 13 | 18 | 0 | 17 | 11 | 3 | 5 | 17 | 17 |

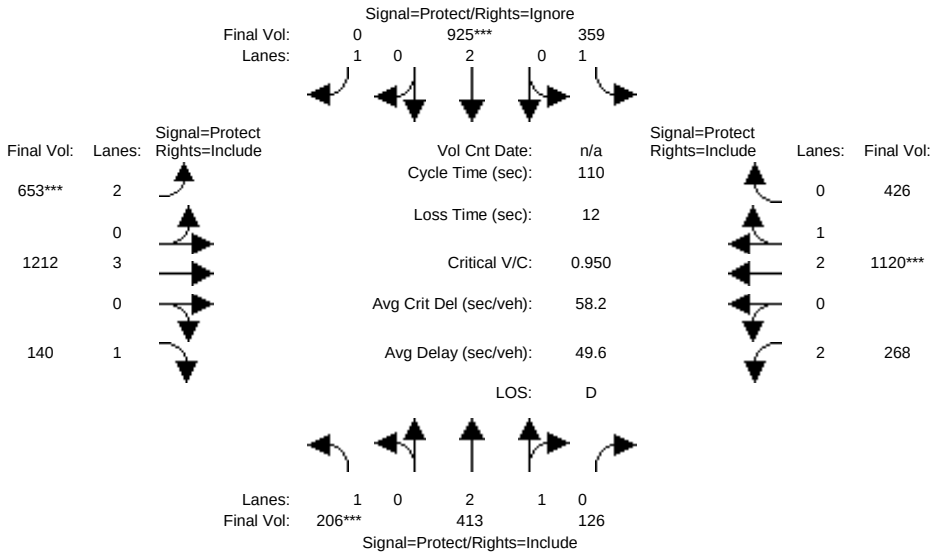
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #24: Stevens Creek Blvd and Wolfe Rd/Miller Ave (CUP/CMP)




| Street Name: | Wolfe Rd/Miller Ave | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 206 | 405 | 125 | 293 | 901 | 586 | 621 | 1185 | 140 | 254 | 1081 | 379 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 206 | 405 | 125 | 293 | 901 | 586 | 621 | 1185 | 140 | 254 | 1081 | 379 |
| Added Vol: | 0 | 7 | 1 | 66 | 23 | 77 | 25 | 27 | 0 | 14 | 39 | 46 |
| Hyatt: | 0 | 1 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 1 |
| Initial Fut: | 206 | 413 | 126 | 359 | 925 | 669 | 653 | 1212 | 140 | 268 | 1120 | 426 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 206 | 413 | 126 | 359 | 925 | 0 | 653 | 1212 | 140 | 268 | 1120 | 426 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 206 | 413 | 126 | 359 | 925 | 0 | 653 | 1212 | 140 | 268 | 1120 | 426 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 206 | 413 | 126 | 359 | 925 | 0 | 653 | 1212 | 140 | 268 | 1120 | 426 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.25 | 0.75 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.12 | 0.88 |
| Final Sat.: | 1750 | 4282 | 1306 | 1750 | 3800 | 1750 | 3150 | 5700 | 1750 | 3150 | 4034 | 1534 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.10 | 0.10 | 0.21 | 0.24 | 0.00 | 0.21 | 0.21 | 0.08 | 0.09 | 0.28 | 0.28 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 13.6 | 13.4 | 13.4 | 28.5 | 28.2 | 0.0 | 24.0 | 40.1 | 40.1 | 16.1 | 32.2 | 32.2 |
| Volume/Cap: | 0.95 | 0.79 | 0.79 | 0.79 | 0.95 | 0.00 | 0.95 | 0.58 | 0.22 | 0.58 | 0.95 | 0.95 |
| Delay/Veh: | 94.7 | 53.3 | 53.3 | 47.3 | 58.1 | 0.0 | 65.1 | 28.6 | 24.3 | 45.8 | 50.5 | 50.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 94.7 | 53.3 | 53.3 | 47.3 | 58.1 | 0.0 | 65.1 | 28.6 | 24.3 | 45.8 | 50.5 | 50.5 |
| LOS by Move: | F | D | D | D | E | A | E | C | C | D | D | D |
| HCM2kAvgQ: | 11 | 8 | 8 | 13 | 18 | 0 | 18 | 11 | 3 | 5 | 17 | 17 |

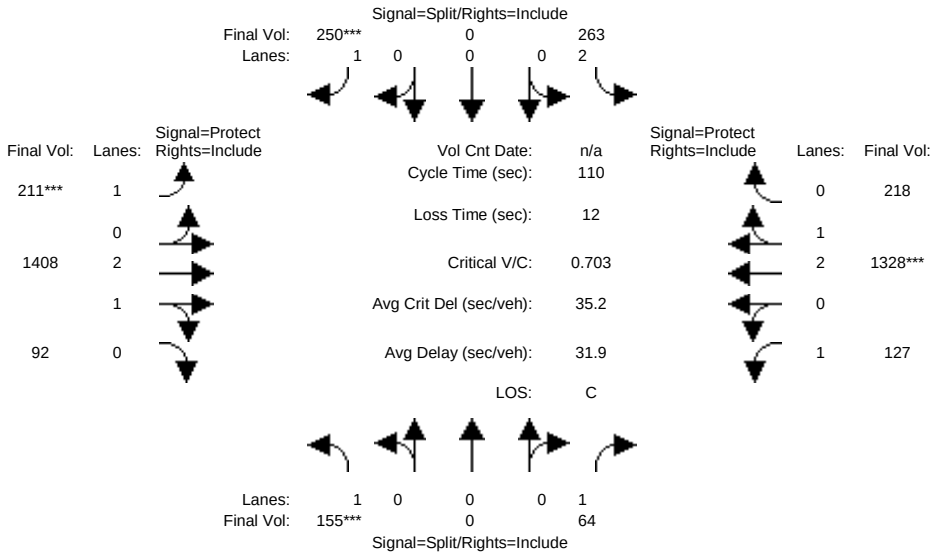
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)



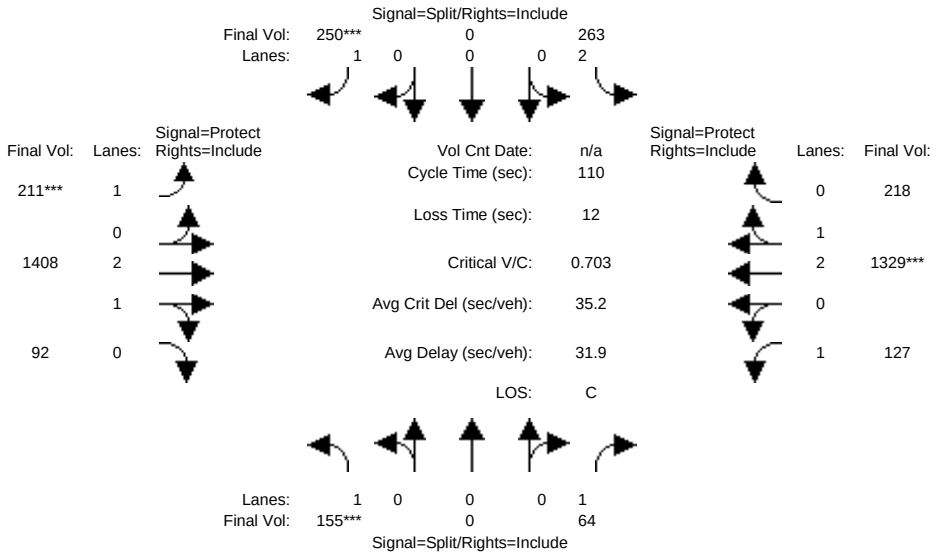

| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1314 | 92 | 114 | 1230 | 218 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1314 | 92 | 114 | 1230 | 218 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 13 | 98 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1408 | 92 | 127 | 1328 | 218 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1408 | 92 | 127 | 1328 | 218 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1408 | 92 | 127 | 1328 | 218 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1408 | 92 | 127 | 1328 | 218 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.80 | 0.20 | 1.00 | 2.55 | 0.45 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 5322 | 348 | 1750 | 4838 | 794 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.00 | 0.04 | 0.08 | 0.00 | 0.14 | 0.12 | 0.26 | 0.26 | 0.07 | 0.27 | 0.27 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 13.9 | 0.0 | 13.9 | 22.3 | 0.0 | 22.3 | 18.9 | 48.5 | 48.5 | 13.3 | 42.9 | 42.9 |
| Volume/Cap: | 0.70 | 0.00 | 0.29 | 0.41 | 0.00 | 0.70 | 0.70 | 0.60 | 0.60 | 0.60 | 0.70 | 0.70 |
| Uniform Del: | 46.1 | 0.0 | 43.6 | 38.1 | 0.0 | 40.7 | 42.9 | 23.4 | 23.4 | 45.8 | 28.2 | 28.2 |
| IncremntDel: | 9.8 | 0.0 | 0.7 | 0.4 | 0.0 | 6.2 | 7.3 | 0.4 | 0.4 | 4.7 | 1.0 | 1.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 55.9 | 0.0 | 44.3 | 38.5 | 0.0 | 47.0 | 50.3 | 23.8 | 23.8 | 50.6 | 29.2 | 29.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.9 | 0.0 | 44.3 | 38.5 | 0.0 | 47.0 | 50.3 | 23.8 | 23.8 | 50.6 | 29.2 | 29.2 |
| LOS by Move: | E | A | D | D | A | D | D | C | C | D | C | C |
| HCM2kAvgQ: | 7 | 0 | 2 | 5 | 0 | 10 | 7 | 12 | 12 | 4 | 14 | 14 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)



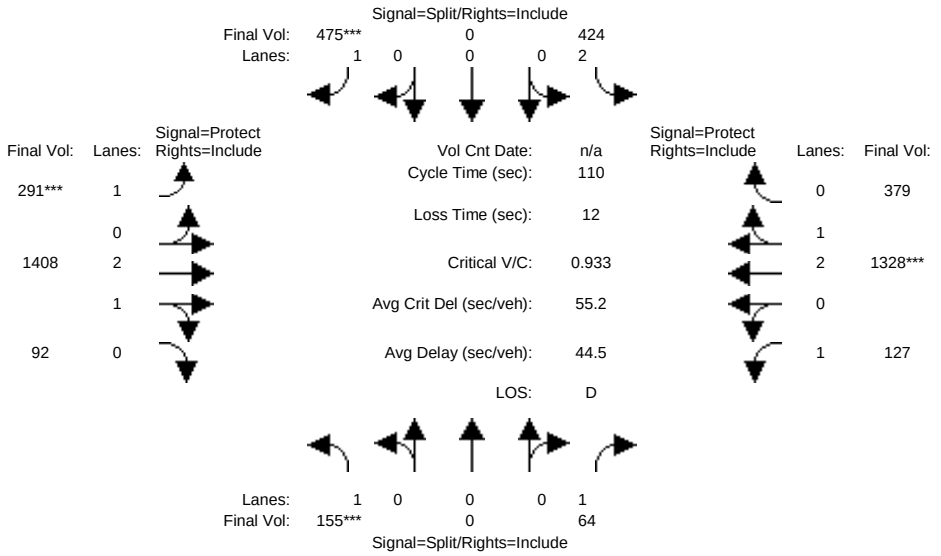

| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1314 | 92 | 114 | 1230 | 218 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1314 | 92 | 114 | 1230 | 218 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 13 | 98 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Initial Fut: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1408 | 92 | 127 | 1329 | 218 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1408 | 92 | 127 | 1329 | 218 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1408 | 92 | 127 | 1329 | 218 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 155 | 0 | 64 | 263 | 0 | 250 | 211 | 1408 | 92 | 127 | 1329 | 218 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.80 | 0.20 | 1.00 | 2.55 | 0.45 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 5322 | 348 | 1750 | 4838 | 794 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.00 | 0.04 | 0.08 | 0.00 | 0.14 | 0.12 | 0.26 | 0.26 | 0.07 | 0.27 | 0.27 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 13.9 | 0.0 | 13.9 | 22.3 | 0.0 | 22.3 | 18.9 | 48.5 | 48.5 | 13.3 | 43.0 | 43.0 |
| Volume/Cap: | 0.70 | 0.00 | 0.29 | 0.41 | 0.00 | 0.70 | 0.70 | 0.60 | 0.60 | 0.60 | 0.70 | 0.70 |
| Uniform Del: | 46.1 | 0.0 | 43.6 | 38.1 | 0.0 | 40.8 | 42.9 | 23.4 | 23.4 | 45.8 | 28.2 | 28.2 |
| IncremntDel: | 9.8 | 0.0 | 0.7 | 0.4 | 0.0 | 6.3 | 7.3 | 0.4 | 0.4 | 4.7 | 1.0 | 1.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 55.9 | 0.0 | 44.4 | 38.5 | 0.0 | 47.0 | 50.3 | 23.8 | 23.8 | 50.5 | 29.2 | 29.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.9 | 0.0 | 44.4 | 38.5 | 0.0 | 47.0 | 50.3 | 23.8 | 23.8 | 50.5 | 29.2 | 29.2 |
| LOS by Move: | E | A | D | D | A | D | D | C | C | D | C | C |
| HCM2kAvgQ: | 7 | 0 | 2 | 5 | 0 | 10 | 7 | 12 | 12 | 4 | 14 | 14 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)



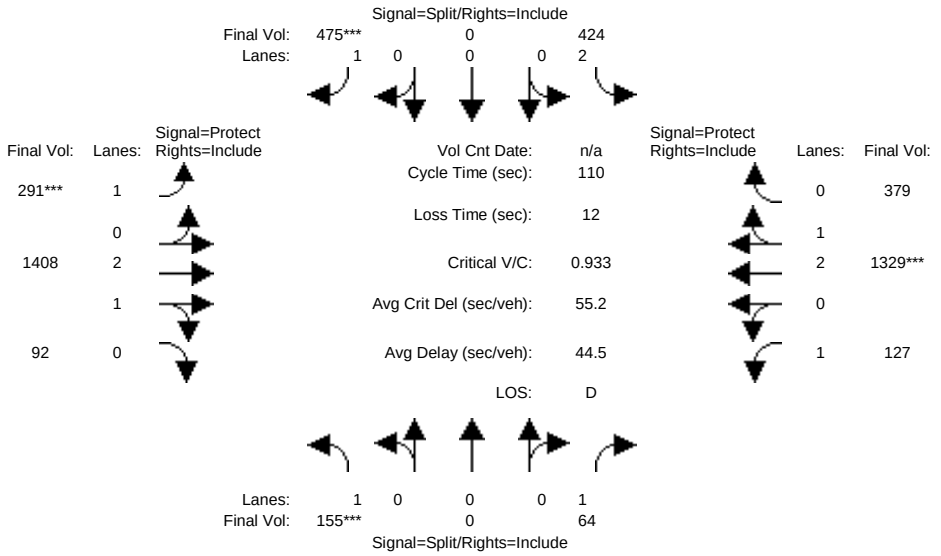

| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1314 | 92 | 114 | 1230 | 379 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1314 | 92 | 114 | 1230 | 379 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 13 | 98 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1408 | 92 | 127 | 1328 | 379 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1408 | 92 | 127 | 1328 | 379 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1408 | 92 | 127 | 1328 | 379 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1408 | 92 | 127 | 1328 | 379 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.80 | 0.20 | 1.00 | 2.29 | 0.71 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 5322 | 348 | 1750 | 4352 | 1242 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.00 | 0.04 | 0.13 | 0.00 | 0.27 | 0.17 | 0.26 | 0.26 | 0.07 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 10.4 | 0.0 | 10.4 | 32.0 | 0.0 | 32.0 | 19.6 | 43.6 | 43.6 | 12.0 | 36.0 | 36.0 |
| Volume/Cap: | 0.93 | 0.00 | 0.39 | 0.46 | 0.00 | 0.93 | 0.93 | 0.67 | 0.67 | 0.67 | 0.93 | 0.93 |
| Delay/Veh: | 99.9 | 0.0 | 48.3 | 32.3 | 0.0 | 62.3 | 78.4 | 28.0 | 28.0 | 55.8 | 45.2 | 45.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 99.9 | 0.0 | 48.3 | 32.3 | 0.0 | 62.3 | 78.4 | 28.0 | 28.0 | 55.8 | 45.2 | 45.2 |
| LOS by Move: | F | A | D | C | A | E | E | C | C | E | D | D |
| HCM2kAvgQ: | 9 | 0 | 3 | 7 | 0 | 21 | 12 | 14 | 14 | 4 | 20 | 20 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #26: Stevens Creek Blvd and Finch Avenue (CUP)



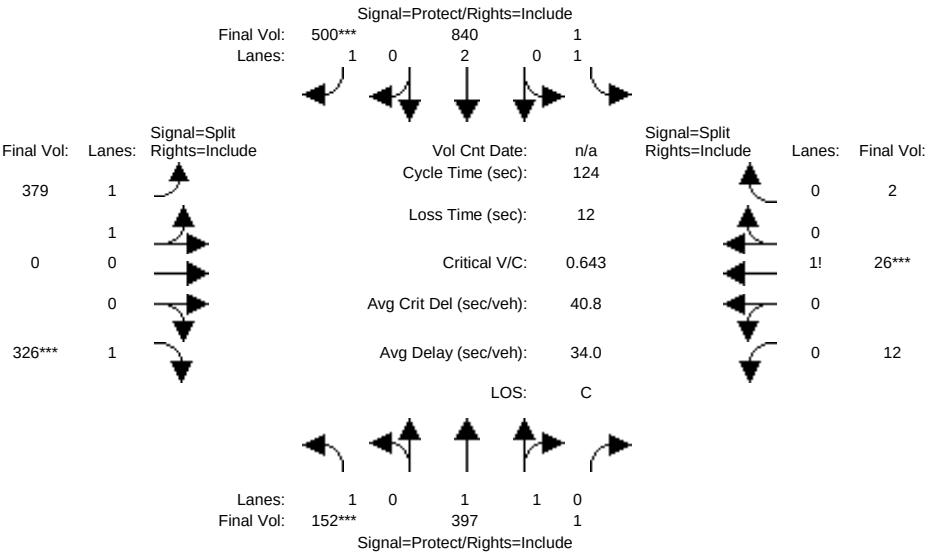

| Street Name: | Finch Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1314 | 92 | 114 | 1230 | 379 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1314 | 92 | 114 | 1230 | 379 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 13 | 98 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Initial Fut: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1408 | 92 | 127 | 1329 | 379 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1408 | 92 | 127 | 1329 | 379 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1408 | 92 | 127 | 1329 | 379 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 155 | 0 | 64 | 424 | 0 | 475 | 291 | 1408 | 92 | 127 | 1329 | 379 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.80 | 0.20 | 1.00 | 2.29 | 0.71 |
| Final Sat.: | 1750 | 0 | 1750 | 3150 | 0 | 1750 | 1750 | 5322 | 348 | 1750 | 4352 | 1241 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.00 | 0.04 | 0.13 | 0.00 | 0.27 | 0.17 | 0.26 | 0.26 | 0.07 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 10.4 | 0.0 | 10.4 | 32.0 | 0.0 | 32.0 | 19.6 | 43.6 | 43.6 | 12.0 | 36.0 | 36.0 |
| Volume/Cap: | 0.93 | 0.00 | 0.39 | 0.46 | 0.00 | 0.93 | 0.93 | 0.67 | 0.67 | 0.67 | 0.93 | 0.93 |
| Delay/Veh: | 100.0 | 0.0 | 48.3 | 32.3 | 0.0 | 62.4 | 78.5 | 28.0 | 28.0 | 55.8 | 45.2 | 45.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 100.0 | 0.0 | 48.3 | 32.3 | 0.0 | 62.4 | 78.5 | 28.0 | 28.0 | 55.8 | 45.2 | 45.2 |
| LOS by Move: | F | A | D | C | A | E | E | C | C | E | D | D |
| HCM2kAvgQ: | 9 | 0 | 3 | 7 | 0 | 21 | 12 | 14 | 14 | 4 | 20 | 20 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #31: Tantau Avenue and Vallco Parkway (CUP)




| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - T - R | | | L - T - R | | | L - T - R | | | L - T - R | | |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 152 | 222 | 1 | 1 | 500 | 279 | 289 | 0 | 326 | 12 | 26 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 152 | 222 | 1 | 1 | 500 | 279 | 289 | 0 | 326 | 12 | 26 | 2 |
| Added Vol: | 0 | 175 | 0 | 0 | 340 | 221 | 90 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 152 | 397 | 1 | 1 | 840 | 500 | 379 | 0 | 326 | 12 | 26 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 152 | 397 | 1 | 1 | 840 | 500 | 379 | 0 | 326 | 12 | 26 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 397 | 1 | 1 | 840 | 500 | 379 | 0 | 326 | 12 | 26 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 152 | 397 | 1 | 1 | 840 | 500 | 379 | 0 | 326 | 12 | 26 | 2 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.32 | 0.63 | 0.05 |
| Final Sat.: | 1750 | 3790 | 10 | 1750 | 3800 | 1750 | 3500 | 0 | 1750 | 553 | 1199 | 92 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.10 | 0.00 | 0.22 | 0.29 | 0.11 | 0.00 | 0.19 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | | **** | | | **** | | **** | |
| Green Time: | 15.9 | 44.2 | 44.2 | 23.8 | 52.1 | 52.1 | 34.0 | 0.0 | 34.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.68 | 0.29 | 0.29 | 0.00 | 0.53 | 0.68 | 0.39 | 0.00 | 0.68 | 0.27 | 0.27 | 0.27 |
| Uniform Del: | 51.6 | 28.7 | 28.7 | 40.5 | 26.7 | 29.1 | 36.6 | 0.0 | 40.1 | 53.6 | 53.6 | 53.6 |
| IncremntDel: | 8.2 | 0.1 | 0.1 | 0.0 | 0.3 | 2.6 | 0.3 | 0.0 | 3.9 | 1.0 | 1.0 | 1.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 59.8 | 28.8 | 28.8 | 40.5 | 27.1 | 31.7 | 36.9 | 0.0 | 44.1 | 54.5 | 54.5 | 54.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.8 | 28.8 | 28.8 | 40.5 | 27.1 | 31.7 | 36.9 | 0.0 | 44.1 | 54.5 | 54.5 | 54.5 |
| LOS by Move: | E | C | C | D | C | C | D | A | D | D | D | D |
| HCM2kAvgQ: | 6 | 5 | 5 | 0 | 11 | 16 | 6 | 0 | 11 | 2 | 2 | 2 |

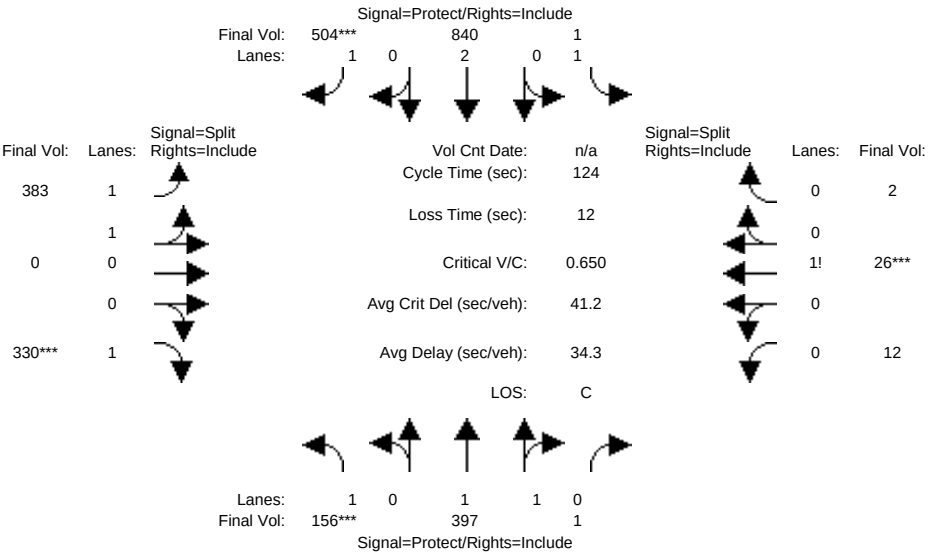
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #31: Tantau Avenue and Vallco Parkway (CUP)



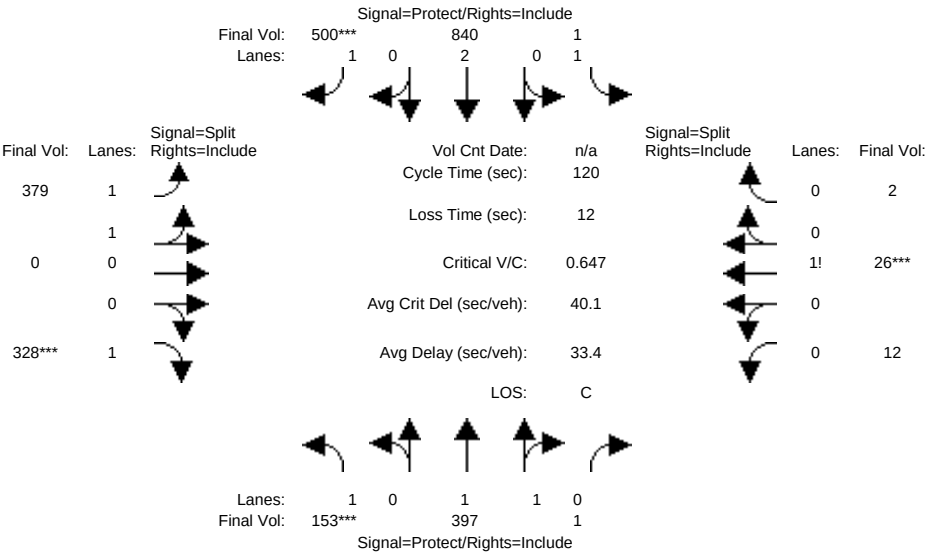

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 152 | 222 | 1 | 1 | 500 | 279 | 289 | 0 | 326 | 12 | 26 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 152 | 222 | 1 | 1 | 500 | 279 | 289 | 0 | 326 | 12 | 26 | 2 |
| Added Vol: | 0 | 175 | 0 | 0 | 340 | 221 | 90 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 | 0 | 0 | 0 |
| Initial Fut: | 156 | 397 | 1 | 1 | 840 | 504 | 383 | 0 | 330 | 12 | 26 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 397 | 1 | 1 | 840 | 504 | 383 | 0 | 330 | 12 | 26 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 397 | 1 | 1 | 840 | 504 | 383 | 0 | 330 | 12 | 26 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 156 | 397 | 1 | 1 | 840 | 504 | 383 | 0 | 330 | 12 | 26 | 2 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.32 | 0.63 | 0.05 |
| Final Sat.: | 1750 | 3790 | 10 | 1750 | 3800 | 1750 | 3500 | 0 | 1750 | 553 | 1199 | 92 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.10 | 0.00 | 0.22 | 0.29 | 0.11 | 0.00 | 0.19 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | | **** | | | **** | | **** | |
| Green Time: | 16.1 | 44.2 | 44.2 | 23.8 | 51.9 | 51.9 | 34.0 | 0.0 | 34.0 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.69 | 0.29 | 0.29 | 0.00 | 0.53 | 0.69 | 0.40 | 0.00 | 0.69 | 0.27 | 0.27 | 0.27 |
| Uniform Del: | 51.6 | 28.7 | 28.7 | 40.5 | 26.9 | 29.4 | 36.7 | 0.0 | 40.3 | 53.6 | 53.6 | 53.6 |
| IncremntDel: | 8.6 | 0.1 | 0.1 | 0.0 | 0.3 | 2.8 | 0.3 | 0.0 | 4.2 | 1.0 | 1.0 | 1.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 60.1 | 28.8 | 28.8 | 40.5 | 27.2 | 32.2 | 36.9 | 0.0 | 44.4 | 54.5 | 54.5 | 54.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.1 | 28.8 | 28.8 | 40.5 | 27.2 | 32.2 | 36.9 | 0.0 | 44.4 | 54.5 | 54.5 | 54.5 |
| LOS by Move: | E | C | C | D | C | C | D | A | D | D | D | D |
| HCM2kAvgQ: | 6 | 5 | 5 | 0 | 11 | 16 | 6 | 0 | 11 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #31: Tantau Avenue and Vallco Parkway (CUP)



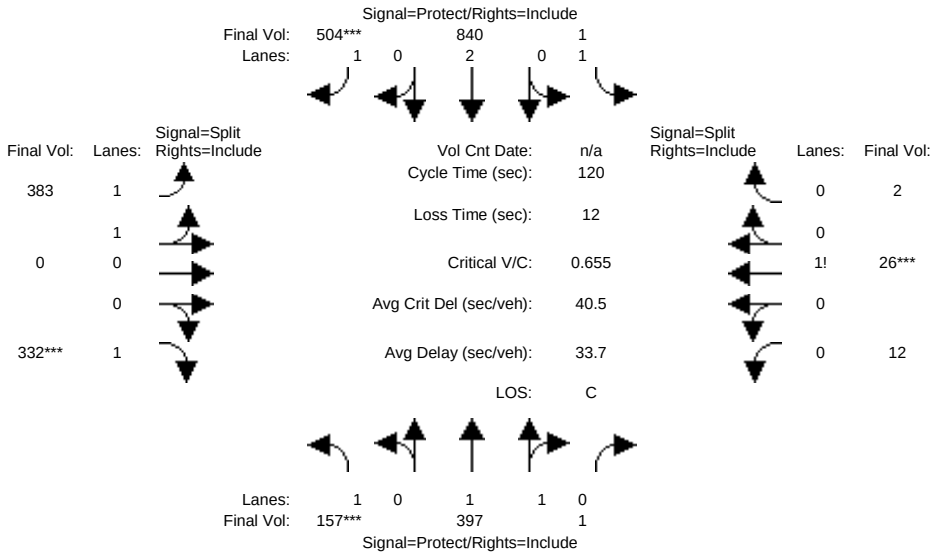

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 153 | 222 | 1 | 1 | 500 | 279 | 289 | 0 | 328 | 12 | 26 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 153 | 222 | 1 | 1 | 500 | 279 | 289 | 0 | 328 | 12 | 26 | 2 |
| Added Vol: | 0 | 175 | 0 | 0 | 340 | 221 | 90 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 153 | 397 | 1 | 1 | 840 | 500 | 379 | 0 | 328 | 12 | 26 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 153 | 397 | 1 | 1 | 840 | 500 | 379 | 0 | 328 | 12 | 26 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 153 | 397 | 1 | 1 | 840 | 500 | 379 | 0 | 328 | 12 | 26 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 153 | 397 | 1 | 1 | 840 | 500 | 379 | 0 | 328 | 12 | 26 | 2 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.32 | 0.63 | 0.05 |
| Final Sat.: | 1750 | 3790 | 10 | 1750 | 3800 | 1750 | 3500 | 0 | 1750 | 553 | 1199 | 92 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.10 | 0.00 | 0.22 | 0.29 | 0.11 | 0.00 | 0.19 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | | **** | | | **** | | **** | |
| Green Time: | 15.3 | 41.9 | 41.9 | 23.3 | 49.9 | 49.9 | 32.8 | 0.0 | 32.8 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.69 | 0.30 | 0.30 | 0.00 | 0.53 | 0.69 | 0.40 | 0.00 | 0.69 | 0.26 | 0.26 | 0.26 |
| Delay/Veh: | 58.7 | 28.5 | 28.5 | 39.0 | 26.6 | 31.4 | 35.8 | 0.0 | 43.2 | 52.4 | 52.4 | 52.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.7 | 28.5 | 28.5 | 39.0 | 26.6 | 31.4 | 35.8 | 0.0 | 43.2 | 52.4 | 52.4 | 52.4 |
| LOS by Move: | E | C | C | D | C | C | D | A | D | D | D | D |
| HCM2kAvgQ: | 5 | 5 | 5 | 0 | 11 | 16 | 6 | 0 | 11 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #31: Tantau Avenue and Vallco Parkway (CUP)



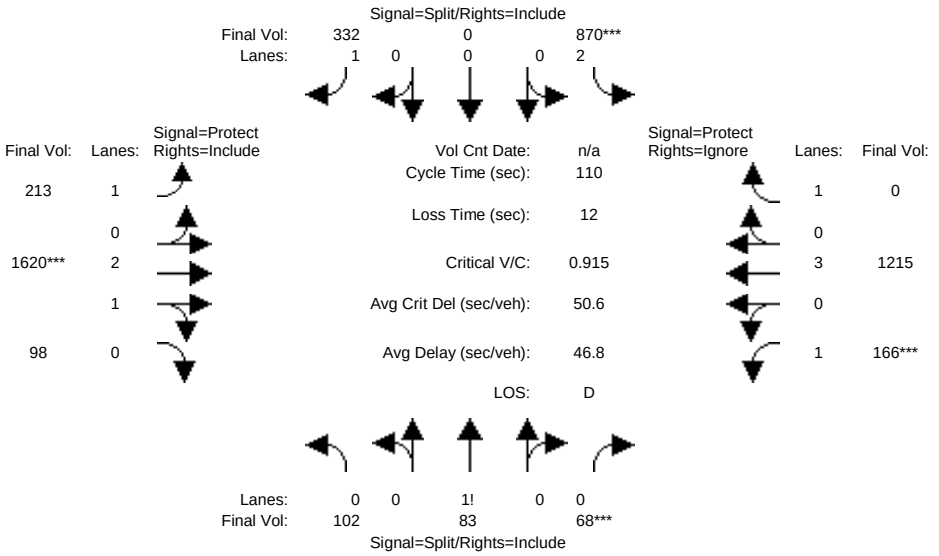

| Street Name: | Tantau Avenue | | | | | | Vallco Parkway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 153 | 222 | 1 | 1 | 500 | 279 | 289 | 0 | 328 | 12 | 26 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 153 | 222 | 1 | 1 | 500 | 279 | 289 | 0 | 328 | 12 | 26 | 2 |
| Added Vol: | 0 | 175 | 0 | 0 | 340 | 221 | 90 | 0 | 0 | 0 | 0 | 0 |
| Hyatt: | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 | 0 | 0 | 0 |
| Initial Fut: | 157 | 397 | 1 | 1 | 840 | 504 | 383 | 0 | 332 | 12 | 26 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 157 | 397 | 1 | 1 | 840 | 504 | 383 | 0 | 332 | 12 | 26 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 157 | 397 | 1 | 1 | 840 | 504 | 383 | 0 | 332 | 12 | 26 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 157 | 397 | 1 | 1 | 840 | 504 | 383 | 0 | 332 | 12 | 26 | 2 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.32 | 0.63 | 0.05 |
| Final Sat.: | 1750 | 3790 | 10 | 1750 | 3800 | 1750 | 3500 | 0 | 1750 | 553 | 1199 | 92 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.10 | 0.00 | 0.22 | 0.29 | 0.11 | 0.00 | 0.19 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | | **** | | | **** | | **** | |
| Green Time: | 15.5 | 41.9 | 41.9 | 23.3 | 49.7 | 49.7 | 32.8 | 0.0 | 32.8 | 10.0 | 10.0 | 10.0 |
| Volume/Cap: | 0.69 | 0.30 | 0.30 | 0.00 | 0.53 | 0.69 | 0.40 | 0.00 | 0.69 | 0.26 | 0.26 | 0.26 |
| Delay/Veh: | 59.0 | 28.5 | 28.5 | 39.0 | 26.8 | 31.8 | 35.9 | 0.0 | 43.5 | 52.4 | 52.4 | 52.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.0 | 28.5 | 28.5 | 39.0 | 26.8 | 31.8 | 35.9 | 0.0 | 43.5 | 52.4 | 52.4 | 52.4 |
| LOS by Move: | E | C | C | D | C | C | D | A | D | D | D | D |
| HCM2kAvgQ: | 6 | 5 | 5 | 0 | 11 | 16 | 6 | 0 | 11 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



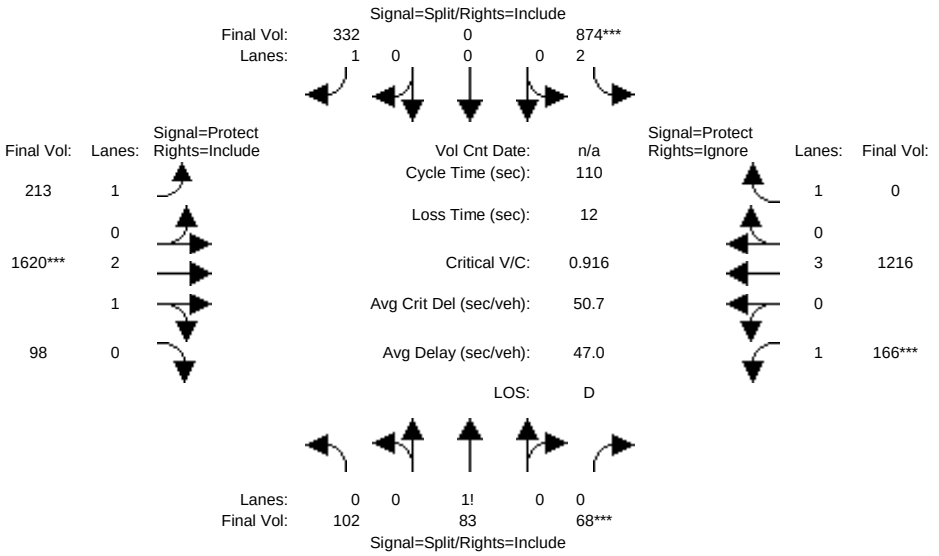

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 102 | 75 | 68 | 595 | 0 | 266 | 185 | 1554 | 98 | 166 | 1169 | 147 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 75 | 68 | 595 | 0 | 266 | 185 | 1554 | 98 | 166 | 1169 | 147 |
| Added Vol: | 0 | 8 | 0 | 275 | 0 | 66 | 28 | 66 | 0 | 0 | 46 | 138 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 102 | 83 | 68 | 870 | 0 | 332 | 213 | 1620 | 98 | 166 | 1215 | 285 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 102 | 83 | 68 | 870 | 0 | 332 | 213 | 1620 | 98 | 166 | 1215 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 83 | 68 | 870 | 0 | 332 | 213 | 1620 | 98 | 166 | 1215 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 102 | 83 | 68 | 870 | 0 | 332 | 213 | 1620 | 98 | 166 | 1215 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.41 | 0.31 | 0.28 | 2.00 | 0.00 | 1.00 | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 724 | 589 | 483 | 3150 | 0 | 1750 | 1750 | 5349 | 324 | 1750 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.28 | 0.00 | 0.19 | 0.12 | 0.30 | 0.30 | 0.09 | 0.21 | 0.00 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green Time: | 16.9 | 16.9 | 16.9 | 33.2 | 0.0 | 33.2 | 17.4 | 36.4 | 36.4 | 11.4 | 30.5 | 0.0 |
| Volume/Cap: | 0.91 | 0.91 | 0.91 | 0.91 | 0.00 | 0.63 | 0.77 | 0.91 | 0.91 | 0.91 | 0.77 | 0.00 |
| Uniform Del: | 45.8 | 45.8 | 45.8 | 37.0 | 0.0 | 33.1 | 44.4 | 35.3 | 35.3 | 48.8 | 36.6 | 0.0 |
| IncremntDel: | 32.5 | 32.5 | 32.5 | 13.0 | 0.0 | 2.4 | 12.4 | 7.4 | 7.4 | 43.2 | 2.4 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 78.4 | 78.4 | 78.4 | 50.1 | 0.0 | 35.5 | 56.8 | 42.7 | 42.7 | 92.0 | 38.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 78.4 | 78.4 | 78.4 | 50.1 | 0.0 | 35.5 | 56.8 | 42.7 | 42.7 | 92.0 | 38.9 | 0.0 |
| LOS by Move: | E | E | E | D | A | D | E | D | D | F | D | A |
| HCM2kAvgQ: | 12 | 12 | 12 | 19 | 0 | 10 | 8 | 20 | 20 | 7 | 13 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



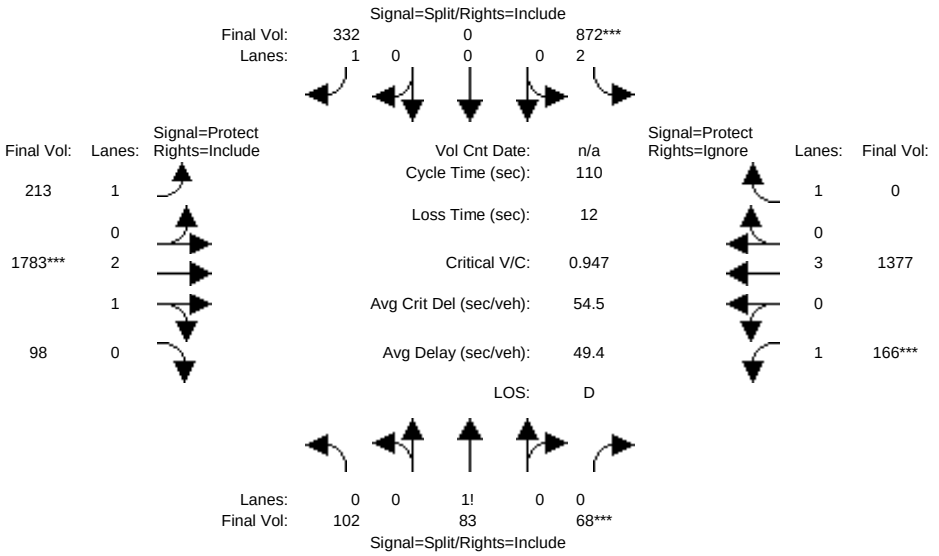

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 102 | 75 | 68 | 595 | 0 | 266 | 185 | 1554 | 98 | 166 | 1169 | 147 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 75 | 68 | 595 | 0 | 266 | 185 | 1554 | 98 | 166 | 1169 | 147 |
| Added Vol: | 0 | 8 | 0 | 275 | 0 | 66 | 28 | 66 | 0 | 0 | 46 | 138 |
| Hyatt: | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Initial Fut: | 102 | 83 | 68 | 874 | 0 | 332 | 213 | 1620 | 98 | 166 | 1216 | 289 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 102 | 83 | 68 | 874 | 0 | 332 | 213 | 1620 | 98 | 166 | 1216 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 83 | 68 | 874 | 0 | 332 | 213 | 1620 | 98 | 166 | 1216 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 102 | 83 | 68 | 874 | 0 | 332 | 213 | 1620 | 98 | 166 | 1216 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.41 | 0.31 | 0.28 | 2.00 | 0.00 | 1.00 | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 724 | 589 | 483 | 3150 | 0 | 1750 | 1750 | 5349 | 324 | 1750 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.28 | 0.00 | 0.19 | 0.12 | 0.30 | 0.30 | 0.09 | 0.21 | 0.00 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green Time: | 16.9 | 16.9 | 16.9 | 33.3 | 0.0 | 33.3 | 17.4 | 36.4 | 36.4 | 11.4 | 30.4 | 0.0 |
| Volume/Cap: | 0.92 | 0.92 | 0.92 | 0.92 | 0.00 | 0.63 | 0.77 | 0.92 | 0.92 | 0.92 | 0.77 | 0.00 |
| Uniform Del: | 45.8 | 45.8 | 45.8 | 37.0 | 0.0 | 33.0 | 44.4 | 35.3 | 35.3 | 48.8 | 36.6 | 0.0 |
| IncremntDel: | 32.9 | 32.9 | 32.9 | 13.2 | 0.0 | 2.4 | 12.6 | 7.5 | 7.5 | 43.5 | 2.4 | 0.0 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 78.7 | 78.7 | 78.7 | 50.2 | 0.0 | 35.4 | 57.0 | 42.9 | 42.9 | 92.4 | 39.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 78.7 | 78.7 | 78.7 | 50.2 | 0.0 | 35.4 | 57.0 | 42.9 | 42.9 | 92.4 | 39.0 | 0.0 |
| LOS by Move: | E | E | E | D | A | D | E | D | D | F | D | A |
| HCM2kAvgQ: | 13 | 13 | 13 | 19 | 0 | 10 | 8 | 20 | 20 | 7 | 13 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



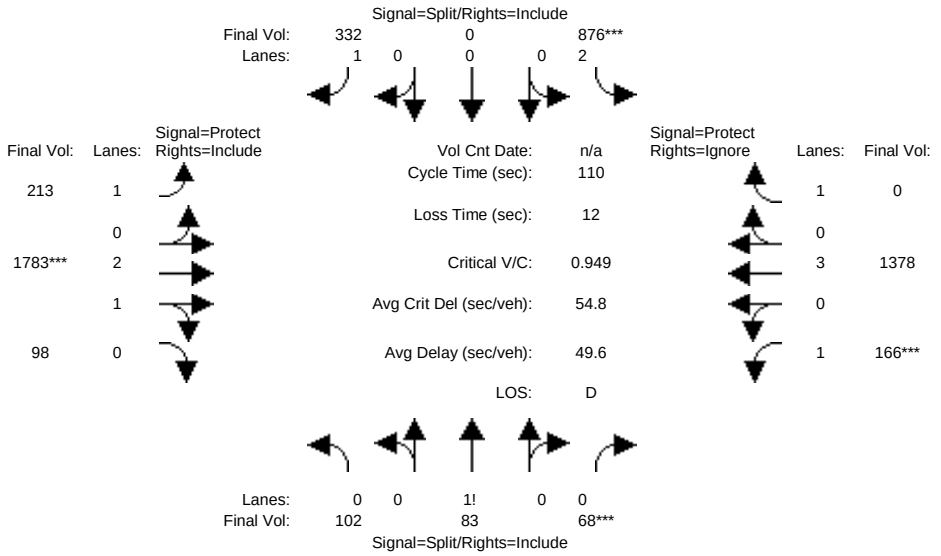

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 102 | 75 | 68 | 597 | 0 | 266 | 185 | 1717 | 98 | 166 | 1331 | 148 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 75 | 68 | 597 | 0 | 266 | 185 | 1717 | 98 | 166 | 1331 | 148 |
| Added Vol: | 0 | 8 | 0 | 275 | 0 | 66 | 28 | 66 | 0 | 0 | 46 | 138 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 102 | 83 | 68 | 872 | 0 | 332 | 213 | 1783 | 98 | 166 | 1377 | 286 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 102 | 83 | 68 | 872 | 0 | 332 | 213 | 1783 | 98 | 166 | 1377 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 83 | 68 | 872 | 0 | 332 | 213 | 1783 | 98 | 166 | 1377 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 102 | 83 | 68 | 872 | 0 | 332 | 213 | 1783 | 98 | 166 | 1377 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.41 | 0.31 | 0.28 | 2.00 | 0.00 | 1.00 | 1.00 | 2.83 | 0.17 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 724 | 589 | 483 | 3150 | 0 | 1750 | 1750 | 5379 | 296 | 1750 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.28 | 0.00 | 0.19 | 0.12 | 0.33 | 0.33 | 0.09 | 0.24 | 0.00 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green Time: | 16.4 | 16.4 | 16.4 | 32.1 | 0.0 | 32.1 | 16.6 | 38.5 | 38.5 | 11.0 | 32.9 | 0.0 |
| Volume/Cap: | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.65 | 0.81 | 0.95 | 0.95 | 0.95 | 0.81 | 0.00 |
| Delay/Veh: | 87.2 | 87.2 | 87.2 | 56.3 | 0.0 | 36.9 | 61.7 | 45.2 | 45.2 | 101.8 | 38.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 87.2 | 87.2 | 87.2 | 56.3 | 0.0 | 36.9 | 61.7 | 45.2 | 45.2 | 101.8 | 38.6 | 0.0 |
| LOS by Move: | F | F | F | E | A | D | E | D | D | F | D | A |
| HCM2kAvgQ: | 13 | 13 | 13 | 20 | 0 | 10 | 8 | 23 | 23 | 7 | 15 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #32: Stevens Creek Blvd and Tantau Avenue (CUP)



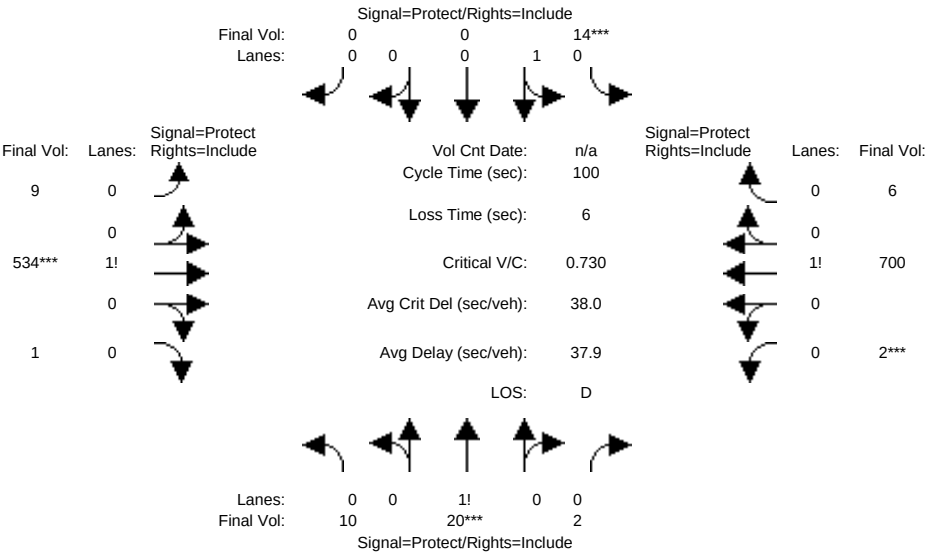

| Street Name: | Tantau Avenue | | | | | | Stevens Creek Blvd | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 102 | 75 | 68 | 597 | 0 | 266 | 185 | 1717 | 98 | 166 | 1331 | 148 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 75 | 68 | 597 | 0 | 266 | 185 | 1717 | 98 | 166 | 1331 | 148 |
| Added Vol: | 0 | 8 | 0 | 275 | 0 | 66 | 28 | 66 | 0 | 0 | 46 | 138 |
| Hyatt: | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Initial Fut: | 102 | 83 | 68 | 876 | 0 | 332 | 213 | 1783 | 98 | 166 | 1378 | 290 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 102 | 83 | 68 | 876 | 0 | 332 | 213 | 1783 | 98 | 166 | 1378 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 83 | 68 | 876 | 0 | 332 | 213 | 1783 | 98 | 166 | 1378 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 102 | 83 | 68 | 876 | 0 | 332 | 213 | 1783 | 98 | 166 | 1378 | 0 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.41 | 0.31 | 0.28 | 2.00 | 0.00 | 1.00 | 1.00 | 2.83 | 0.17 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 724 | 589 | 483 | 3150 | 0 | 1750 | 1750 | 5379 | 296 | 1750 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.28 | 0.00 | 0.19 | 0.12 | 0.33 | 0.33 | 0.09 | 0.24 | 0.00 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green Time: | 16.3 | 16.3 | 16.3 | 32.2 | 0.0 | 32.2 | 16.6 | 38.4 | 38.4 | 11.0 | 32.9 | 0.0 |
| Volume/Cap: | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.65 | 0.81 | 0.95 | 0.95 | 0.95 | 0.81 | 0.00 |
| Delay/Veh: | 87.6 | 87.6 | 87.6 | 56.5 | 0.0 | 36.8 | 62.0 | 45.4 | 45.4 | 102.2 | 38.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 87.6 | 87.6 | 87.6 | 56.5 | 0.0 | 36.8 | 62.0 | 45.4 | 45.4 | 102.2 | 38.7 | 0.0 |
| LOS by Move: | F | F | F | E | A | D | E | D | D | F | D | A |
| HCM2kAvgQ: | 13 | 13 | 13 | 20 | 0 | 10 | 8 | 23 | 23 | 7 | 15 | 0 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #501: Finch Road and Vallco Pkwy



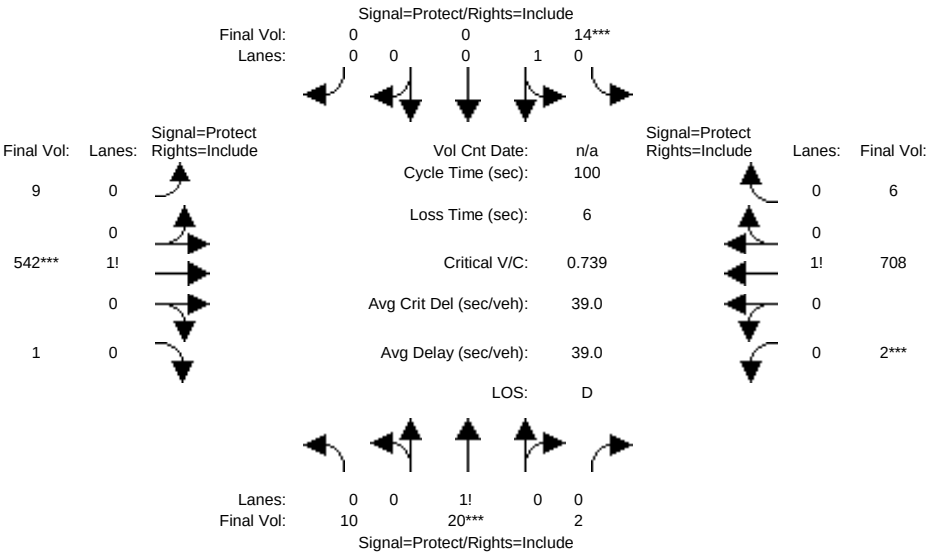

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 444 | 1 | 2 | 479 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 444 | 1 | 2 | 479 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 221 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 534 | 1 | 2 | 700 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 534 | 1 | 2 | 700 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 534 | 1 | 2 | 700 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 534 | 1 | 2 | 700 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.98 | 0.90 | 0.88 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.33 | 0.60 | 0.07 | 1.00 | 0.00 | 0.00 | 0.01 | 0.98 | 0.01 | 0.01 | 0.98 | 0.01 |
| Final Sat.: | 562 | 1123 | 112 | 1663 | 0 | 0 | 31 | 1860 | 3 | 5 | 1875 | 16 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 | 0.37 | 0.37 | 0.37 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 17.0 | 10.0 | 10.0 | 7.0 | 0.0 | 0.0 | 33.5 | 33.5 | 33.5 | 43.5 | 43.5 | 43.5 |
| Volume/Cap: | 0.10 | 0.18 | 0.18 | 0.12 | 0.00 | 0.00 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Uniform Del: | 35.1 | 41.2 | 41.2 | 43.6 | 0.0 | 0.0 | 31.0 | 31.0 | 31.0 | 25.4 | 25.4 | 25.4 |
| IncremntDel: | 0.2 | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 | 11.2 | 11.2 | 11.2 | 8.9 | 8.9 | 8.9 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 35.2 | 41.7 | 41.7 | 44.1 | 0.0 | 0.0 | 42.3 | 42.3 | 42.3 | 34.4 | 34.4 | 34.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.2 | 41.7 | 41.7 | 44.1 | 0.0 | 0.0 | 42.3 | 42.3 | 42.3 | 34.4 | 34.4 | 34.4 |
| LOS by Move: | D | D | D | D | A | A | D | D | D | C | C | C |
| HCM2kAvgQ: | 1 | 1 | 1 | 1 | 0 | 0 | 17 | 17 | 17 | 21 | 21 | 21 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #501: Finch Road and Vallco Pkwy



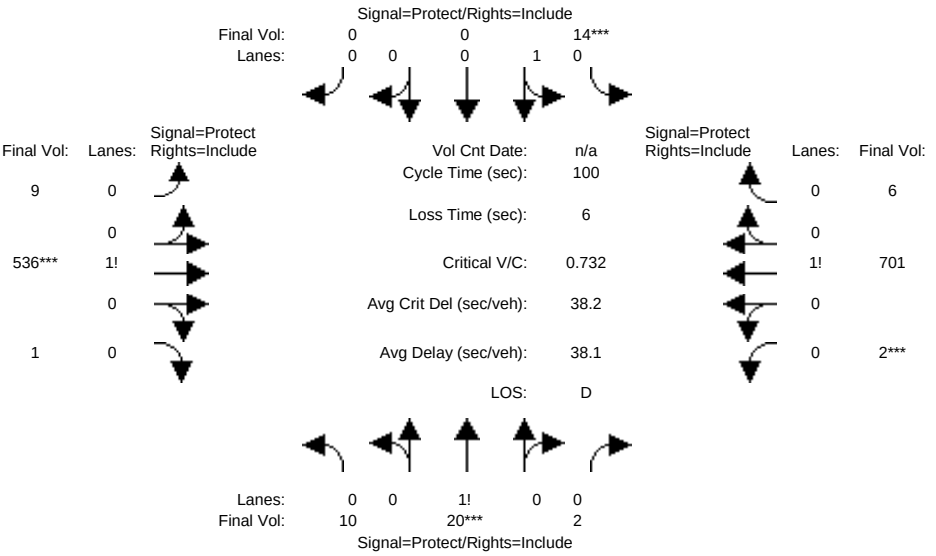

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 444 | 1 | 2 | 479 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 444 | 1 | 2 | 479 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 221 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 |
| Initial Fut: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 542 | 1 | 2 | 708 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 542 | 1 | 2 | 708 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 542 | 1 | 2 | 708 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 542 | 1 | 2 | 708 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.98 | 0.90 | 0.88 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.33 | 0.60 | 0.07 | 1.00 | 0.00 | 0.00 | 0.01 | 0.98 | 0.01 | 0.01 | 0.98 | 0.01 |
| Final Sat.: | 562 | 1123 | 112 | 1663 | 0 | 0 | 31 | 1861 | 3 | 5 | 1875 | 16 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 | 0.38 | 0.38 | 0.38 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 17.0 | 10.0 | 10.0 | 7.0 | 0.0 | 0.0 | 33.5 | 33.5 | 33.5 | 43.5 | 43.5 | 43.5 |
| Volume/Cap: | 0.10 | 0.18 | 0.18 | 0.12 | 0.00 | 0.00 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Uniform Del: | 35.1 | 41.2 | 41.2 | 43.6 | 0.0 | 0.0 | 31.2 | 31.2 | 31.2 | 25.7 | 25.7 | 25.7 |
| IncremntDel: | 0.2 | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 | 12.3 | 12.3 | 12.3 | 9.8 | 9.8 | 9.8 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 35.2 | 41.7 | 41.7 | 44.1 | 0.0 | 0.0 | 43.4 | 43.4 | 43.4 | 35.5 | 35.5 | 35.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.2 | 41.7 | 41.7 | 44.1 | 0.0 | 0.0 | 43.4 | 43.4 | 43.4 | 35.5 | 35.5 | 35.5 |
| LOS by Move: | D | D | D | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 1 | 1 | 1 | 0 | 0 | 17 | 17 | 17 | 21 | 21 | 21 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #501: Finch Road and Vallco Pkwy




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 446 | 1 | 2 | 480 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 446 | 1 | 2 | 480 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 221 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 536 | 1 | 2 | 701 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 536 | 1 | 2 | 701 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 536 | 1 | 2 | 701 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 536 | 1 | 2 | 701 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.98 | 0.90 | 0.88 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.33 | 0.60 | 0.07 | 1.00 | 0.00 | 0.00 | 0.01 | 0.98 | 0.01 | 0.01 | 0.98 | 0.01 |
| Final Sat.: | 562 | 1123 | 112 | 1663 | 0 | 0 | 31 | 1860 | 3 | 5 | 1875 | 16 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 | 0.37 | 0.37 | 0.37 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 17.0 | 10.0 | 10.0 | 7.0 | 0.0 | 0.0 | 33.5 | 33.5 | 33.5 | 43.5 | 43.5 | 43.5 |
| Volume/Cap: | 0.10 | 0.18 | 0.18 | 0.12 | 0.00 | 0.00 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Delay/Veh: | 35.2 | 41.7 | 41.7 | 44.1 | 0.0 | 0.0 | 42.5 | 42.5 | 42.5 | 34.6 | 34.6 | 34.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.2 | 41.7 | 41.7 | 44.1 | 0.0 | 0.0 | 42.5 | 42.5 | 42.5 | 34.6 | 34.6 | 34.6 |
| LOS by Move: | D | D | D | D | A | A | D | D | D | C | C | C |
| HCM2kAvgQ: | 1 | 1 | 1 | 1 | 0 | 0 | 17 | 17 | 17 | 21 | 21 | 21 |

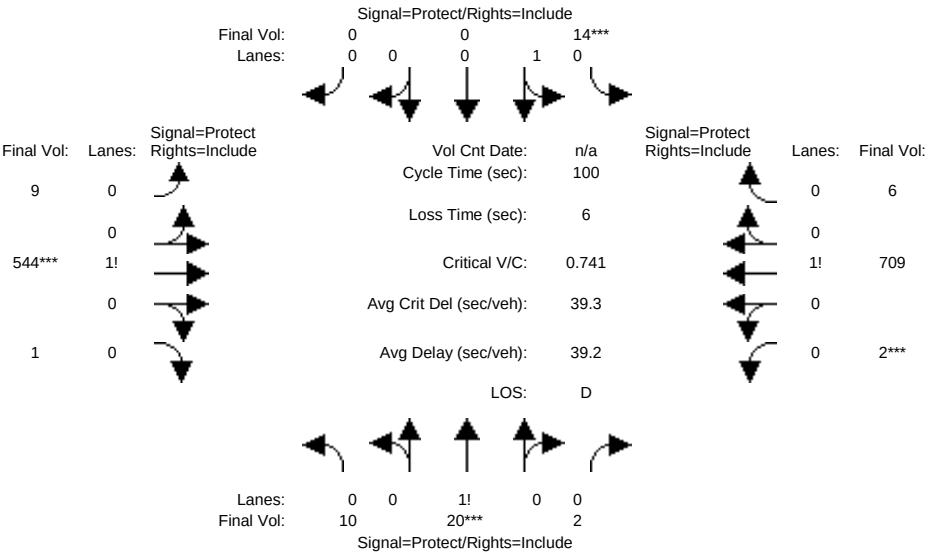
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #501: Finch Road and Vallco Pkwy




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 446 | 1 | 2 | 480 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 446 | 1 | 2 | 480 | 6 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 221 | 0 |
| Hyatt: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 |
| Initial Fut: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 544 | 1 | 2 | 709 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 544 | 1 | 2 | 709 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 544 | 1 | 2 | 709 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 20 | 2 | 14 | 0 | 0 | 9 | 544 | 1 | 2 | 709 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.98 | 0.90 | 0.88 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.33 | 0.60 | 0.07 | 1.00 | 0.00 | 0.00 | 0.01 | 0.98 | 0.01 | 0.01 | 0.98 | 0.01 |
| Final Sat.: | 562 | 1123 | 112 | 1663 | 0 | 0 | 31 | 1861 | 3 | 5 | 1875 | 16 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.00 | 0.00 | 0.29 | 0.29 | 0.29 | 0.38 | 0.38 | 0.38 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 17.0 | 10.0 | 10.0 | 7.0 | 0.0 | 0.0 | 33.6 | 33.6 | 33.6 | 43.4 | 43.4 | 43.4 |
| Volume/Cap: | 0.10 | 0.18 | 0.18 | 0.12 | 0.00 | 0.00 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Delay/Veh: | 35.2 | 41.7 | 41.7 | 44.1 | 0.0 | 0.0 | 43.6 | 43.6 | 43.6 | 35.7 | 35.7 | 35.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.2 | 41.7 | 41.7 | 44.1 | 0.0 | 0.0 | 43.6 | 43.6 | 43.6 | 35.7 | 35.7 | 35.7 |
| LOS by Move: | D | D | D | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 1 | 1 | 1 | 0 | 0 | 17 | 17 | 17 | 22 | 22 | 22 |

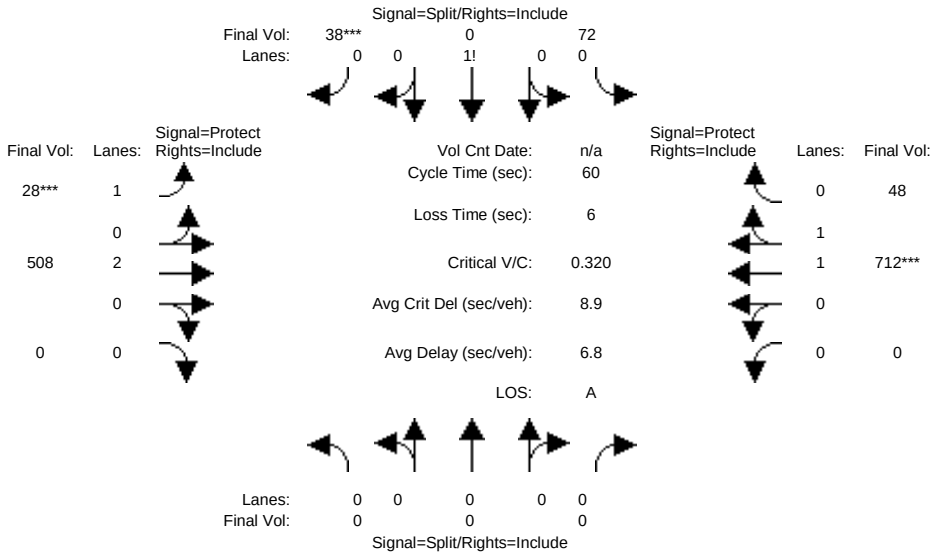
Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd PM

## Intersection #504: Perimeter Road and Vallco Pkwy (CUP)



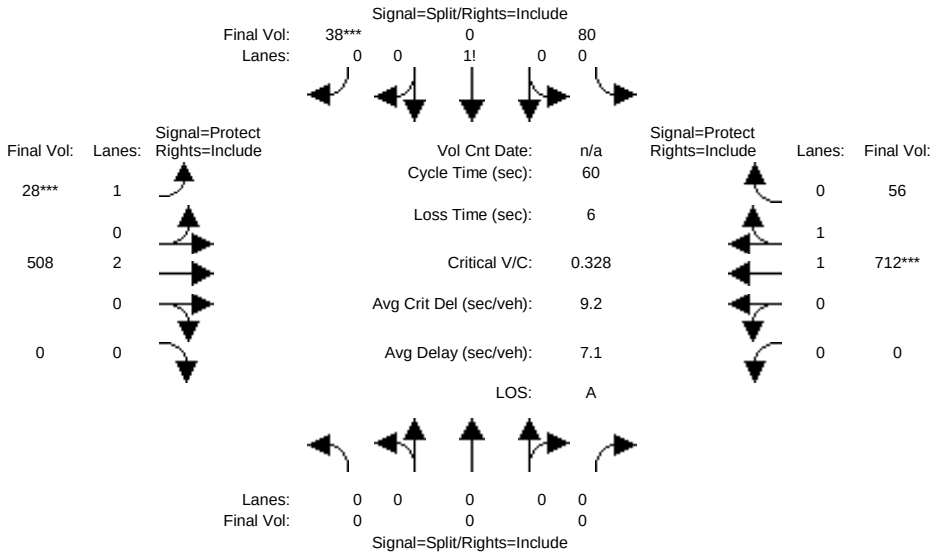

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 418 | 0 | 0 | 491 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 418 | 0 | 0 | 491 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 221 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 508 | 0 | 0 | 712 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 508 | 0 | 0 | 712 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 508 | 0 | 0 | 712 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 508 | 0 | 0 | 712 | 48 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.85 | 1.00 | 0.85 | 0.88 | 1.00 | 0.92 | 0.92 | 0.99 | 0.91 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.35 | 1.00 | 2.00 | 0.00 | 0.00 | 1.86 | 0.14 |
| Final Sat.: | 0 | 0 | 0 | 1057 | 0 | 558 | 1663 | 3800 | 0 | 0 | 3509 | 237 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.02 | 0.13 | 0.00 | 0.00 | 0.20 | 0.20 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 11.8 | 0.0 | 11.8 | 7.0 | 42.2 | 0.0 | 0.0 | 35.2 | 35.2 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.35 | 0.14 | 0.19 | 0.00 | 0.00 | 0.35 | 0.35 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 20.8 | 0.0 | 20.8 | 23.8 | 3.1 | 0.0 | 0.0 | 6.4 | 6.4 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 21.4 | 24.2 | 3.1 | 0.0 | 0.0 | 6.5 | 6.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 21.4 | 24.2 | 3.1 | 0.0 | 0.0 | 6.5 | 6.5 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 3 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd + P PM

## Intersection #504: Perimeter Road and Vallco Pkwy (CUP)



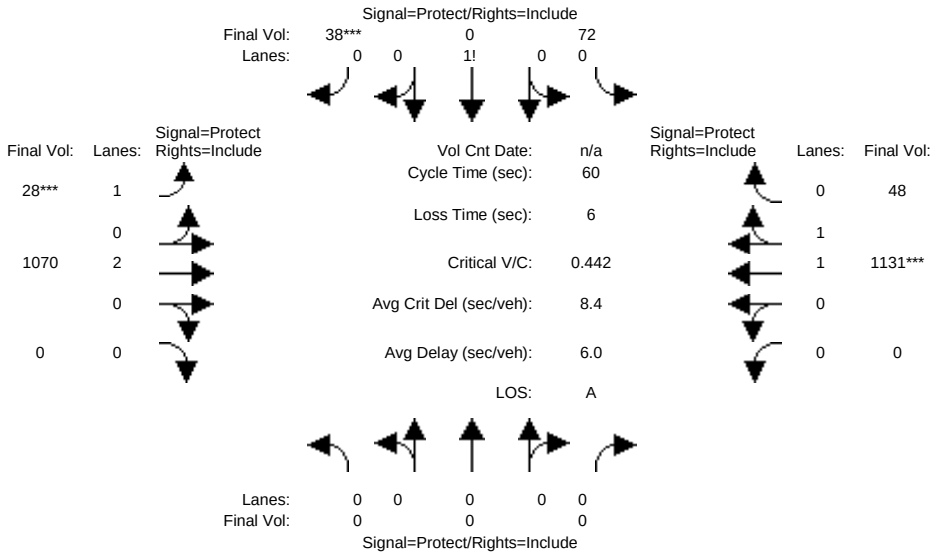

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 418 | 0 | 0 | 491 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 418 | 0 | 0 | 491 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 221 | 0 |
| Hyatt: | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Initial Fut: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 508 | 0 | 0 | 712 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 508 | 0 | 0 | 712 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 508 | 0 | 0 | 712 | 56 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 508 | 0 | 0 | 712 | 56 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.85 | 1.00 | 0.85 | 0.88 | 1.00 | 0.92 | 0.92 | 0.99 | 0.91 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.68 | 0.00 | 0.32 | 1.00 | 2.00 | 0.00 | 0.00 | 1.84 | 0.16 |
| Final Sat.: | 0 | 0 | 0 | 1098 | 0 | 522 | 1663 | 3800 | 0 | 0 | 3463 | 272 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.02 | 0.13 | 0.00 | 0.00 | 0.21 | 0.21 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 12.3 | 0.0 | 12.3 | 7.0 | 41.7 | 0.0 | 0.0 | 34.7 | 34.7 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.36 | 0.14 | 0.19 | 0.00 | 0.00 | 0.36 | 0.36 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 20.5 | 23.8 | 3.2 | 0.0 | 0.0 | 6.7 | 6.7 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.1 | 0.0 | 21.1 | 24.2 | 3.3 | 0.0 | 0.0 | 6.8 | 6.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.1 | 0.0 | 21.1 | 24.2 | 3.3 | 0.0 | 0.0 | 6.8 | 6.8 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

## Intersection #504: Perimeter Road and Vallco Pkwy (CUP)



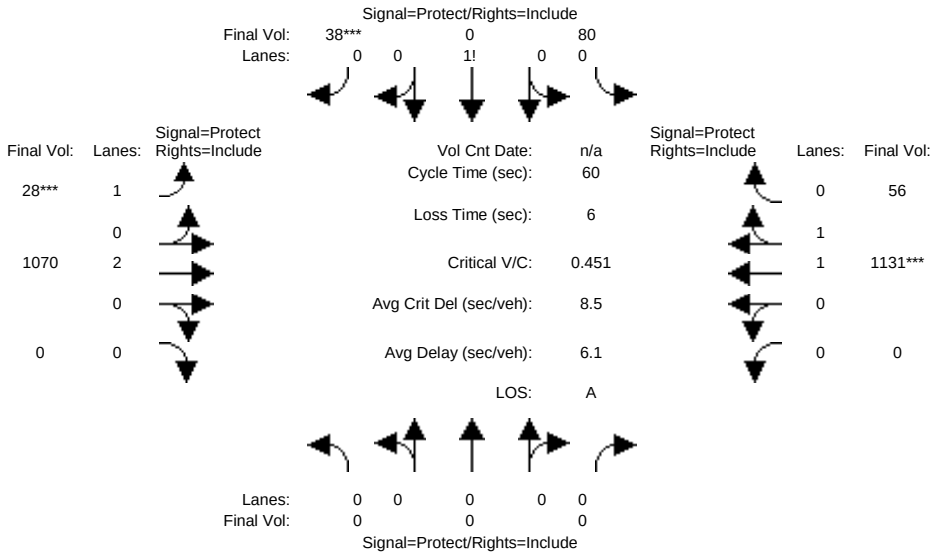

| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 980 | 0 | 0 | 910 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 980 | 0 | 0 | 910 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 221 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 1070 | 0 | 0 | 1131 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 1070 | 0 | 0 | 1131 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 1070 | 0 | 0 | 1131 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 1070 | 0 | 0 | 1131 | 48 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.85 | 1.00 | 0.85 | 0.88 | 1.00 | 0.92 | 0.92 | 0.99 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.35 | 1.00 | 2.00 | 0.00 | 0.00 | 1.91 | 0.09 |
| Final Sat.: | 0 | 0 | 0 | 1057 | 0 | 558 | 1663 | 3800 | 0 | 0 | 3611 | 153 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.02 | 0.28 | 0.00 | 0.00 | 0.31 | 0.31 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 | 7.0 | 44.0 | 0.0 | 0.0 | 37.0 | 37.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 0.41 | 0.14 | 0.38 | 0.00 | 0.00 | 0.51 | 0.51 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 23.4 | 0.0 | 23.4 | 24.2 | 3.1 | 0.0 | 0.0 | 6.6 | 6.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 23.4 | 0.0 | 23.4 | 24.2 | 3.1 | 0.0 | 0.0 | 6.6 | 6.6 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

Hyatt House Hotel TIA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P PM

## Intersection #504: Perimeter Road and Vallco Pkwy (CUP)




| Street Name: | Perimeter Rd | | | | | | Vallco Pkwy | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 980 | 0 | 0 | 910 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 72 | 0 | 38 | 28 | 980 | 0 | 0 | 910 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 221 | 0 |
| Hyatt: | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Initial Fut: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 1070 | 0 | 0 | 1131 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 1070 | 0 | 0 | 1131 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 1070 | 0 | 0 | 1131 | 56 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 80 | 0 | 38 | 28 | 1070 | 0 | 0 | 1131 | 56 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.85 | 1.00 | 0.85 | 0.88 | 1.00 | 0.92 | 0.92 | 0.99 | 0.91 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.68 | 0.00 | 0.32 | 1.00 | 2.00 | 0.00 | 0.00 | 1.90 | 0.10 |
| Final Sat.: | 0 | 0 | 0 | 1098 | 0 | 522 | 1663 | 3800 | 0 | 0 | 3581 | 177 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.02 | 0.28 | 0.00 | 0.00 | 0.32 | 0.32 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 | 7.0 | 44.0 | 0.0 | 0.0 | 37.0 | 37.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.44 | 0.14 | 0.38 | 0.00 | 0.00 | 0.51 | 0.51 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 23.6 | 0.0 | 23.6 | 24.2 | 3.1 | 0.0 | 0.0 | 6.6 | 6.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 23.6 | 0.0 | 23.6 | 24.2 | 3.1 | 0.0 | 0.0 | 6.6 | 6.6 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 0 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

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